GRUMMAN plane news

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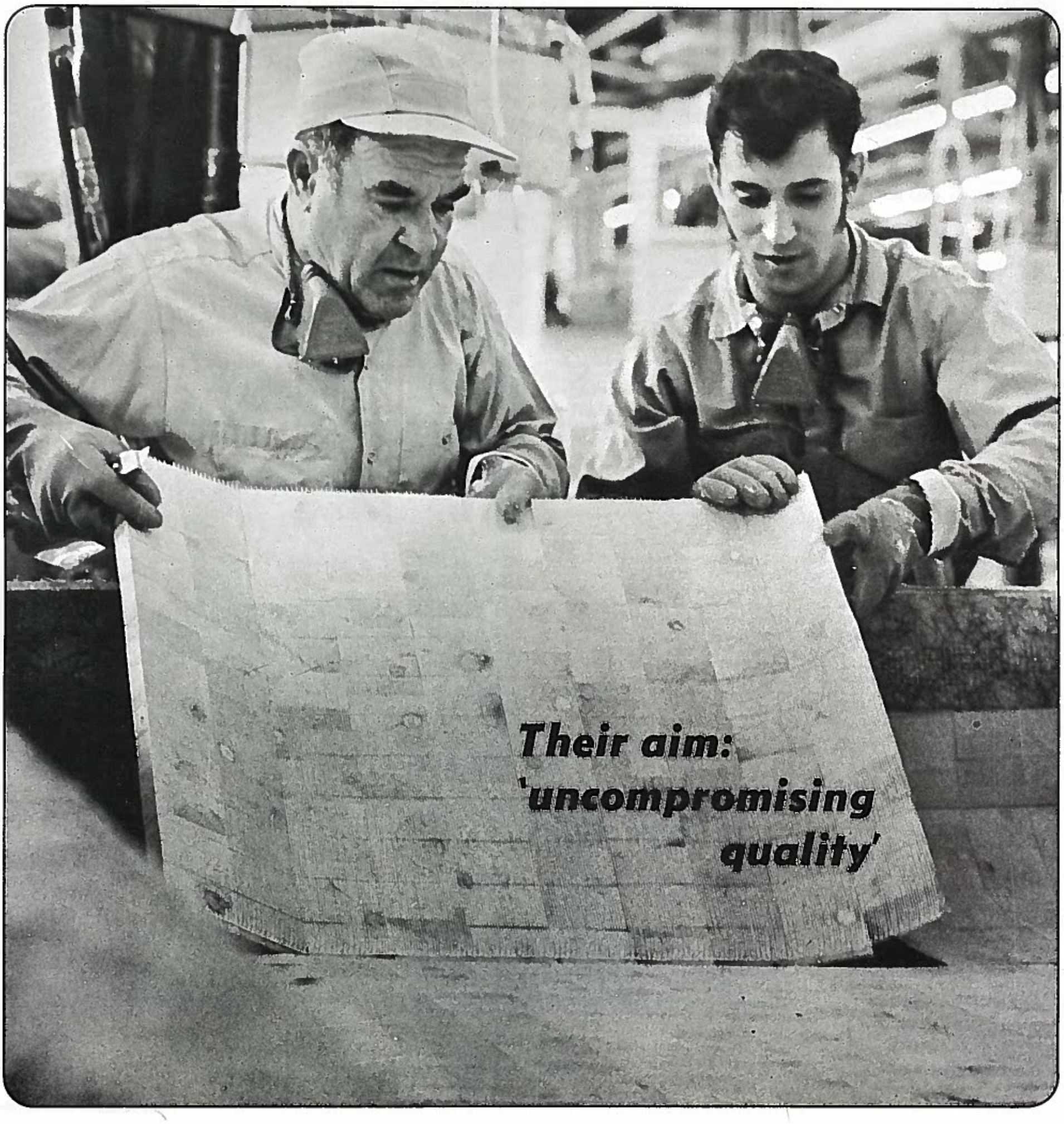


Flight crew points OAO toward new space drama

An unmanned satellite 3½ years old, silently orbiting the earth every 100 minutes, hardly seems the stuff of which drama is made. OAO-A2 doesn't beep or flash. It just sends back data on stars and galaxies in the ultraviolet, contributing to the vast and still mysterious discoveries in outer space.

OAO-A2, the NASA/Grumman Orbiting Astronomical Observatory, has had a few adventures lately that would curl your hair if you were an astronomer. The Mission Control crew, headed by Cecil Barker at Goddard Space Flight Center, undoubtedly spent some tense hours as the drama unfolded.

First, word reached them that a California astronomer, Charles Kowal of the big Hale Observatories, Mount Palomar, had discovered a supernova in the galaxy 5253, roughly 20 million light years away from earth. To help in supplying clues to this bright supernova, "brightest in 35 years," Dr. Arthur Code, University of Wisconsin principal investigator for OAO A-2, postponed his stellar observations and had Grumman shift the OAO-A2 to a new position. Said Code, "We never expected to get a chance to observe a supernova, and it's only because the OAO worked so well and so long that we did."

Space maneuvers

What the Grumman Mission Operations crew did was to roll OAO-A2 from its usual B-side to its rarely used A-side, and maneuvered it to a new pointing attitude, thereby slewing it a total of 280 degrees.

"Observations were made from May 15 through June 4," reports Earl Light, Grumman base manager at Goddard Space Flight Center. "Many extra computer runs had to be made, their output checked, changed, rechecked and used just minutes before the previous messages became obsolete.

"And then," said Light, "after 15 days on the ragged edge of trouble, we lost control of the vehicle. The OAO tumbled out of control with the danger of running the solar-powered batteries too low and losing the observatory forever. Loss of control had occurred before, on more than 60 occasions in the past 3½ years, but this time it was particularly critical. Because of the limited number of guide stars at the supernova pointing attitude, control was lost early on June 5 and not regained until two days later. During these very long days the Grumman controllers planned and created strings of commands for each ground station contact to slowly move the spacecraft to catch and hold the sun. At one point the batteries were so low," Light said, "that one more 100-minute orbit without sun on the solar array could have caused the OAO to cease operating altogether. Fortunately we had a last-minute reprieve; the solar array attitude to the sun improved, and the tumbling decreased while the OAO was out of contact just prior to the Rosman, N. C., ground station.

"Whew! The Grumman console operators at GSFC, especially Jim Harrison and Terry Schmidt, were on duty for long, long hours and were able to 'joy stick' the OAO for 12 hours more until a computer solution was found for full control recovery."

Dual flight control

"To compound the responsibilities of Mission Control," says Ted Moorman, OAO Program manager, "exercises had begun June 5, '72, at GSFC for demonstrating to NASA that one Mission Control Grumman/NASA crew could operate two spacecraft (OAO-A2 and the new OAO-C) simultaneously with two active ground stations and two sets of RCA computers. They ended up flying the live OAO-A2 and handling the simulated flight of OAO-C for about four days. That was a lot of demanding work and a clear-cut demonstration of dual control capability."

OAO-C has nearly completed its final photometric tests and pre-shipment workmanship vibration. It goes to Kennedy Spaceflight Center early in July, with launch scheduled for August 10.

Earl Light provided a brief explanation of scientists' thinking on stars and galaxies:

"Normal stellar evolution converts all material in the center of the star into iron," he said, "and the implosion (opposite of explosion) of this iron core initiates the supernova event. The outer layers fall toward the center and when the material hits the compressed hard core it rebounds and starts the spectacular explosive event in a period of a few days.

"The OAO A-2 has observed many stars, binary stars, comets, planets, a nova, and now a supernova," Light said.

"A nova is an exploding star that looks much like the original bright star after the event," Dr. Code explained. "A supernova is an enormous exploding star that ends as a neutron star."

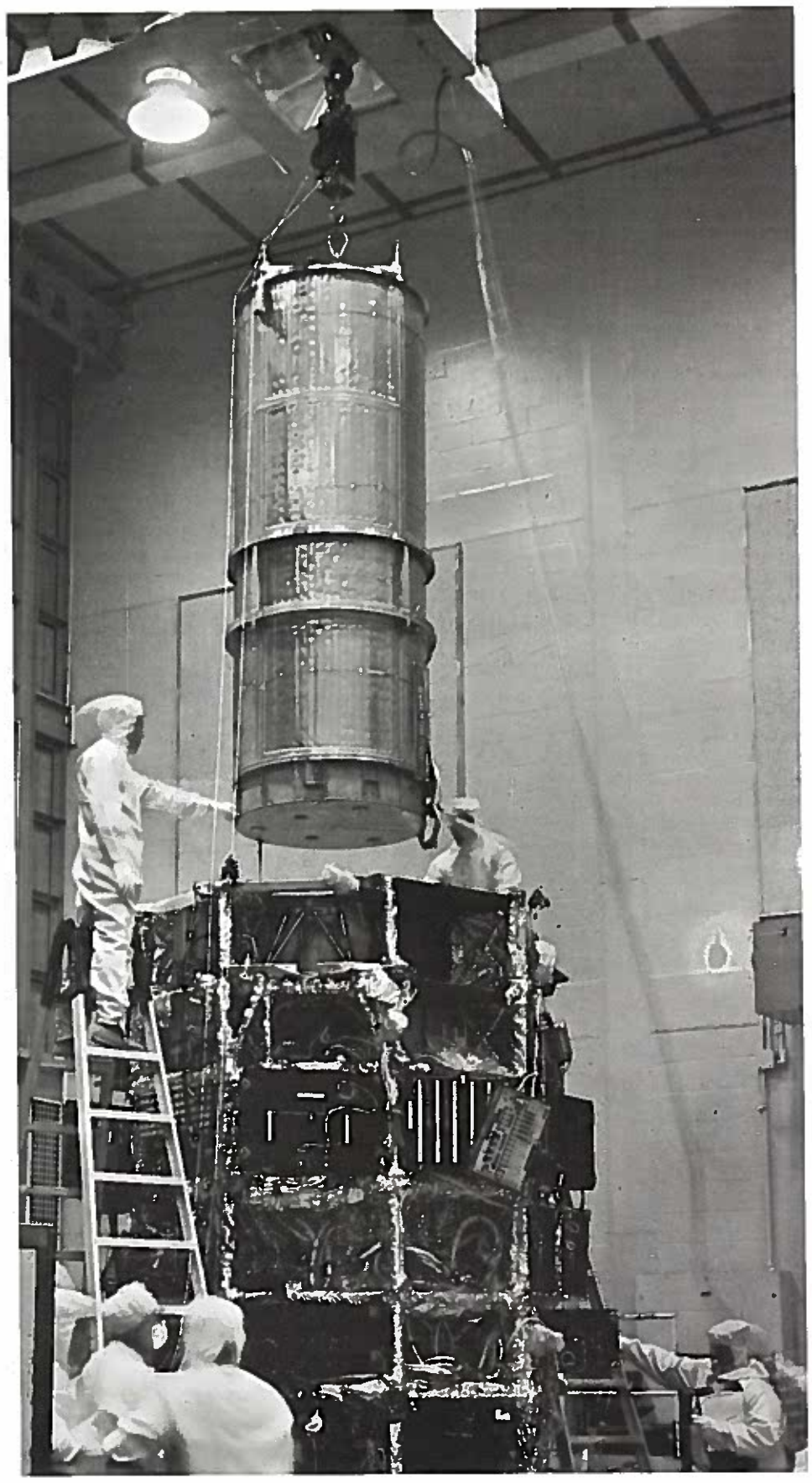
Challenge to relativity?

One of the largest supernovas was recorded by Chinese astronomers in 1054 A.D. It was so bright it could be seen without instruments in the daylight, according to the Grumman base manager. "This supernova became the famous Crab Nebula of today. It gives off regular radio pulses from the pulsar remaining.

"In certain of these events it is believed that the outer layers falling inward reach such high velocities that no force can stop the matter and it keeps collapsing forever. The result," said Earl Light, "is defined as a 'black hole.' The OAO has observed the presence of a 'black hole' by its effect on an adjacent star. If the black hole theory is pursued to its logical conclusion, the very theory of relativity is challenged. Our next OAO," says Light, "should give us more proof, and the large Space Telescope (LST) even more."

About the cover

A distinctive, quality touch imparted by careful hand operations characterizes production work at Pearson Yachts, as Bob Settles discovered in photographing the Rhode Island division of Grumman Allied. Turn to pages 6-7 for more on Pearson.



Next OAO. At Goddard Space Flight Center, Greenbelt, Md., technicians install prototype Princeton Experiment Package in the Orbiting Astronomical Observatory-C (to be known in orbit as OAO-4). It is scheduled for a launch aboard an Atlas/Centaur from KSC in August. Meanwhile, OAO A-2 is in its fourth year in operation and just completing 18,720 orbits. (NASA photo)

Tomcat launched from Forrestal

On June 16, Tomcat No. 14 became the first of the F-14s to be catapulted from the deck of an aircraft carrier.

Navy Test Pilot Lt. Cdr. Ned Brown was at the controls as the aircraft was launched from the deck of the USS Forrestal and later landed at the Naval Air Test Center in Patuxent, Md. The Tomcat had been lifted aboard the carrier by a huge crane at Norfolk, Va., and underwent deck-handling trials.

Early this month, Grumman Test Pilot Charlie Brown flew F-14 No. 10 to a Navy record by completing 30 catapults and full steam ingestion program in only one day at the Naval Air Test Center's ground facility.

And No. 10 was scheduled for catapults and arrestments aboard the USS Forrestal Wednesday, June 28, reported Test Pilot Bill Miller. At this stage, the Navy is doing the flying. Board of Inspection and Survey (BIS) trials are to begin in late February of 1973.

Woodford, idea 'man-of-year,' pockets top prize of $1,500

Jim Woodford's home in Farmingdale glittered with a new Sterling Silver engraved Revere bowl last week. And something else. His money-saving employee suggestion had hoisted him to Man-of-the-Year status in the 1971 Project Sterling annual review, and, along with his silver bowl, went money. In addition to the $800 Woodford had received originally for his suggestion, he now garnered $1,500 in crisp, indestructible Savings Bonds.

Expressing himself as "kind of shocked" at news of his grand award, Woodford, who is leadman in Electronic Test Lab, E-2C Integration, Plant 14, said his winnings have gone straight into a fund for helping finance college for three Woodford progeny. Steven, the oldest, has just finished Cornell and is headed for the Air Force in the fall. Deborah goes into her second year at Colgate, and Michael, into freshman year at Cornell.

Woodford's prize-winning idea was a tool to remove damaged pins in multi-pin computer connectors. About a dozen have been fabricated and they have all been put to use, some in Field Service for the E-2B and E-2C.

Save $6 million

At a luncheon held to honor 11 top idea men, Bill Zarkowsky, President of Grumman Aerospace, presented the awards. The other guests were Clint Towl, Chairman of the Board, Bill Schwendler, Chairman of the Executive Committee of Grumman Corporation, and Bob Townsend, deputy to Lew Evans, Grumman Aerospace Board Chairman; Senior Vice Presidents Grant Hedrick and Corky Meyer, and Joe Milillo and John Conover of Employee Suggestions. This was the climax of the 1971 Employee Suggestion year, during which time more than 2,000 suggestions were reviewed and more than 50% approved and implemented. Over the year, $40,000 worth of Savings Bonds were awarded, and more than $6 million savings to the Company were realized, Milillo said.

The following won second-place awards: $500 worth of Savings Bonds each, and smaller silver bowls:

John Cataldo, Industrial Controls (now Equipment Engineering - Industrial Controls), Plant 30. He modified the Electron Beam Welder TV camera circuit to prevent expensive failures in shutter and drive motor.

Frank Kojick, leadman, Material Test Lab, Plant 12. Kojick designed an electronic, recarding-averaging deflectometer fixture that produces load vs elongation graphs for tension testing of metal specimens.

Joseph Mallins, formerly Plant 7, Electronic Inspection, at present assigned to Quality Control, Patuxent River. He found a wiring error in A-6C optical sensor platform harness when he went looking for the cause of an expensive TV tube failure. His corrections remedied the situation.

Harold Wessel, Facilities Maintenance electrician leadman, now Plant 12, for his suggestion that a new type of machine wiring with thinner insulation be used. It permits smaller electrical conduits and fittings and it expedites wire pulling.

Six winners each received a $100 Savings Bond:

Leon B. Dubey, group leader, PS Technical Services, Plant 34 (absent on jury duty). He proposed that an associate contractor no longer be required to deliver data (support equipment lists and equipment requirement sheets) for EA-6B support equipment.

Art Falbush, welding engineer, Material & Process Engineering, Plant 12. He developed a new technique employing a brazing tool for hot bending of titanium hydraulic lines to correct misalignment after installation.

Basil Leftheris, Research Engineering - Fluid Mechanics, Plant 35, for an electro-magnetic stress wave riveter with big marketing and production potential. It is being used for F-14 wing

(Continued on page 4)

Feted by Company. Bill Schwendler, Chairman of Grumman Corporation Executive Committee (2nd L), had pleasant task of dealing awards to year-end suggestion winners. Jim Woodford (C) got $1,500 in Savings Bonds. Others honored included John Cataldo, Harold Wessel, and Frank Kojick. (Photo by Marie Trimborn)

Big day near . . . picnic set for July 22

Stow it away on your memory-tape, but not for long: the event of the year—the Grumman annual Family Picnic—is "just around the corner," to re-coin a too-familiar phrase. For now, just remember:

Date: Saturday, July 22 (July 23 the rain date). Place: The picnic area at Calverton. Ticket cost: nothing for those under 12, $2 for those 12 years old and over—**and no tickets will be sold at the gate.** You can get tickets at any Employee Services Office.

So, all Grumman employees and their families under the same roof, including single employees (who may bring a girlfriend or boyfriend), are invited to live it up.

And of course, as in earlier years, there'll be something new. This time it's The Caterpillar, a wondrous machine that provides a 50-mile-per-hour ride . . . partially in darkness! (To reveal more might be premature and take the edge off the thrill.)

For the wee ones, those up to about seven years old, there's "Totsville," an area where you'll find a Ferris wheel, a small carousel, two boat rides, swings, a dashing fire engine, and two—yes, two—trains: the "Long Island Rail Road Train," used during the World's Fair, and the Calverton Express. (A note about those trains is in order, says Gus D'Errico of ESO: It has happened that some "playful" children have placed stones on the railroad tracks — which could have caused personal injury to kids had the train derailed. This time, for safety's sake, D'Errico says that if any stones are put on the tracks, there'll be no more rides.)

Anyone who's been to the Family Picnic knows there's a lot more in that grove, too. So you want some instances? Well, there'll be a circus-type show that'll run for an hour or more. One of the show-stoppers will return — the everybody-wins boxing bouts for the "small people" that will be conducted by John Kolowski and his group. Every contestant will win a trophy, by the way. On top of that, there'll be music for background, music for dancing, music for rock-'n'-roll, all provided by Al Kordula's talented musicians.

But for many, the feature events are something not yet mentioned, but unquestionably the heart of the day — events that can be placed under two categories. First, refreshments. An incredible amount of ice cream, soda, hot dogs . . . and beer. (By the way, for those few people—only a few, right?—who drink beer, it would be good to bring your own pitchers.) Second, relaxation. Little reason to explain that. Every picnic day, many a dad refreshes himself simply by stretching out on the grass and taking a long snooze.

And the children? They might be almost anywhere on the picnic grounds, playing ball, playing assorted games, enjoying rides, eating, etc.

There's a built-in added attraction for picnickers, too. Remember that you have to buy tickets at ESO for the picnic? Well, when you purchase that ticket **keep the stub.** During the afternoon of the picnic, there will be drawings, and your stub could be a winner. So clutch it.

Keep your mental ball rolling now, day by day to that magic day of Saturday, July 22 . . . start organizing . . . there's a great day a-comin'.

The wind up. Although the Space Shuttle proposal has been submitted to NASA, and all at Grumman are awaiting the final decision, those final 18-hour days will long be remembered by those deeply involved in the project. In this meeting chaired by Ed Siebert, director of Operations Planning & Budget, representatives of major operating areas hammer out final plans and estimates on the Shuttle proposal. (Photo by Jim Wagner)

Navy, Grumman view Tomcat during maintenance inspection

A two-week MMEI (Modified Maintenance Engineering Inspection) of the Tomcat began June 19 with a view toward demonstrating the maintainability features of the aircraft.

The idea is to get a jump on the identification and solution of maintenance actions representative of the F-14 when it gets into Fleet service. That smooths the way for optimum in-Fleet performance.

In introducing the sessions at Calverton's Plant 6, Capt. Bob Belter, Naval Plant Representative at Bethpage, told the Navy guests that "you'll have an opportunity during the next two weeks to make real contributions toward increasing the maintainability of the F-14 Program and, in turn, making it a much better airplane." And he assured the attendees that Grumman people "really do care about making things work. . . ."

Rear Adm. Whitey Feightner, Deputy Commander of NASC for Logistics/Fleet Support, remarked that "Grumman has built us a good airplane," and went on to say that "In most aspects, it's exceeded the performance we asked for. . . . Now let's make it a maintainable airplane."

In that connection, Admiral Feightner commented that "I've been a fighter pilot all my life and I have some very definite ideas on what ought to be in a fighter airplane. I think this airplane has it."

Television coverage

A Grumman crew took over Tomcat 13 under the watchful eyes of cameras (tied in with TV monitors) as each Grumman "announcer" used his portable microphone to explain exactly what was going on, step by step, as the MMEI went along. And there was a tape recorder tied together with the audio/visual record; an aircraft spotting exercise . . . installation of ground safety devices . . . the removal and replacement of the nose radome, lox converter, and in-flight refueling mast—those were the first day's tasks.

As each member of the Navy MMEI team got into his area of specialty, or concern, he checked closely on how each job was performed; and he made written comments and suggestions—such as, "Wrench now used should be modified so as to . . ." In many cases, Grummanites had already seen problems and methods to correct them were under way; in others, the chits were new and evaluations were required.

Three times during the two-week stretch, a critique was held on how to improve support resources and maintenance aspects of the Tomcat.

The rationale for all this, of course, is to make a critique early in the game, to catch the bugs; otherwise, costs can mount and quality of early production planes can be a little less than it should be. In short, it's a very serious business for both Grumman and the Navy.

Soon after the MMEI, a summary of actions taken will be sent to each attendee. Later, a formal report will show the status of action on the chits. In addition, up-dated publications will go to the Fleet training crews showing the "how to" of servicing the aircraft, along with whatever new or modified tools are required. The aircraft will be "clean," and kept that way by continuing updating.

There was something unique in this MMEI, said Dean Swain, manager of Logistic Support for the F-14: this was the first time in Navy history that the customer and the contractor got a look at the ILS (Integrated Logistic Support) prior to Fleet introduction.

Photos by John Boles

C.U. offering free life insurance

The vigorous state of the Bethpage Aircraft Federal Credit Union has made possible a new free offering recently presented to Credit Union members in a mailing from Credit Union President Tom Gill. While not an entire life insurance program, the plan will pay a member's beneficiary an amount based on a percent of the member's CU savings if the saver should die. At age 28, for example, the amount of insurance is triple the savings. At 59, it is half.

An insurance table is included in the mailing; the payment varies with age and with amount on deposit. Maximum amount of savings that can be insured is $2,000. This supplemental insurance added to the savings account provides added financial security to the beneficiary.

"We feel that this represents another meaningful benefit for members of the Credit Union," Gill said. "The new life insurance coverage is provided by the Credit Union without any cost or obligation to its members." He pointed out that Credit Union **borrowers** are insured up to $10,000 of life insurance to cover unpaid balance of loans, also at no cost to them.

"The Bethpage Aircraft Federal Credit Union reports that total CU assets on May 31, 1972, were just over $29 million. It has been paying a 6% dividend, compounded quarterly.

A second 10% refund of interest charged on loans is announced for the second quarter of 1972.

More on ideas

(Continued from page 3)

riveting. "Job well done" said the citation.

John Pierini, Test Engineering, KSC. His idea was to use phone lines for remote monitoring of LM portable temperature controller on an inertial measuring unit in lieu of special standby personnel.

Buddy Redmond, Inspection, KSC. He suggested an air bubble trap to eliminate air bleeding of LM water-glycol lnes. (Redmond and Pierini, KSC, were not at the luncheon.)

Gene Yasinski, millwright, leadman in Facilities Maintenance, Plant 14. He designed a net sling that permits use of existing crane to lift A-6 radome to clear east tower, Plant 14. Previously a 100-foot boom crane had been hired for this job.

Clint Towl, expressing the Company's appreciation for the contribution of the winners, concluded with, "Keep the ball rolling. We need it."

See you later . . .

Have a happy holiday July 3-4 . . . and next time around, expect us out later because of those days off. See you Tuesday, July 18.

Kelly sees Space Shuttle opening door to 'exciting decade'

By now Grumman's crew of new Engineering Scholars should feel at home on the Grumman scene. All 10 were guests, on June 14, of Grumman Aerospace, along with their principals and guidance counselors, at a luncheon in Holiday Manor. In the morning they were introduced to Clint Towl, Chairman of the Board, and Bill Schwendler, Chairman of the Executive Committee, of Grumman Corporation, who presented them with leather-bound Engineering Scholarship certificates. They had a brief tour in Plant 5 and were then transported to their luncheon appointment. Their speaker was Tom Kelly, a former Grumman Scholar and now a Vice President, who discussed the Space Shuttle.

Day to remember. Certificates attesting to their Grumman Engineering Scholarship status were presented by Clint Towl (L), Board Chairman, and Bill Schwendler, Chairman of the Executive Committee, Grumman Corporation, to new Grumman Scholars. These are winning three dependents of Grumman employees: Bob Bresticker, Charlie Rohrs, and Dave Vanderbilt.

On the job now

The Scholars have now settled on their colleges and have been assigned their summer jobs and their Grumman advisers, listed in parenthesis:

Robert B. Bresticker, son of Mr. & Mrs. Sam Bresticker, 13 Coronet Cr., Bethpage. Dartmouth College. Manufacturing Engineering Tool Design, Plant 2. (Arthur Menton)

Charles E. Rohrs, son of Mr. & Mrs. Charles H. Rohrs, 60 Broadway, Rockville Centre. Notre Dame University. Tool Fabrication, Plant 2. (Joe Morgan)

David H. Vanderbilt, son of Mr. & Mrs. Bob Vanderbilt, 35 Franklin Ct., Garden City. Swarthmore College. Schedules & Status, Plant 2. (Bill Hill)

Peter C. Chang, son of Mr. & Mrs. Ting Chin Chang, 19 Schooner La., Port Washington. Massachusetts Institute of Technology. Structural Mechanics, Plant 5. (Jim Kerr)

Robert Hollimon, son of Mr. & Mrs. Burnest A. Hollimon, 122 Green Ave., Hempstead. Purdue University. Static Test Lab, Plant 5. (George Duckett)

Anthony Magaldi, son of Mr. & Mrs. Anthony Magaldi, 3928 Demont Rd., Seaford. Cornell University. Manufacturing Methods, Plant 1. (Richard Tynan)

Glenn M. Mehalek, son of Mr. & Mrs. Michael H. Mehalek, 4 Fairview La., Huntington Station. Rensselaer Polytechnic Institute. Manufacturing Planning, Plant 2. (Randy Sablich)

Stephen C. Peters, son of Mr. & Mrs. Arthur T. Peters, 19 Terry Rd., Northport. Massachusetts Institute of Technology. Grumman Data Systems, DSC. (Bob Skirkanich)

Russell B. Shapiro, son of Mr. & Mrs. Leonard Shapiro, 370 June Pl., West Hempstead. Cornell University. Machining Technical Services, Plant 3. (Angelo Ferrara)

John Skrobko, son of Mr. & Mrs. John Skrobko, 42 Peachtree La., Carle Place. Massachusetts Institute of Technology. Manufacturing Methods, Plant 2. (Ben Pernick)

The alternate is:

Joseph A. Langone III, son of Mrs. Joseph A. Langone Jr., 155 Verbena Ave., Floral Park. Rensselaer Polytechnic Institute. Machine Operations - Parts Control, Plant 3. (Mike La Torre)

High test marks

"This year's finalists have, as a group, the highest College Entrance Examination Board scores I have seen," said Bill Wenzel, who administers the Scholarship Program.

Former Scholars Tom Street, Herman Wenz, Fred Edwards, and Dick Scheuing were introduced as living proof that there is room, lots of room, for a hardy Scholar at the top. Street, who was graduated from M.I.T. in 1954, is assistant Program manager of the EA-6B Prowler. Wenz, a graduate of B.P.I., 1951, is the E-2 Hawkeye Support Program manager. Edwards, with a Master's from R.P.I. in 1950, has progressed to assistant to the President of Grumman Data Systems, Pete Viemeister (himself a Grumman Scholar). Scheuing, "looking as though he has performed his 24 years of service in 10," has been deputy director of Research since 1961. Scheuing was one of the first Grumman Scholars, and he is the author, or co-author, of more than 40 research papers and reports.

Another eminent Grumman Scholar was introduced by Ned Brookfield of Special Programs & Promotion: Tom Kelly, "Mister LM," one of the earliest Grumman Scholars (1946), a Vice President of Grumman Aerospace, a former Sloan Fellow, and internationally recognized for his contributions to the success of the Apollo missions.

On the threshold

Recognizing the state of the national economy as similar to the way it was 10 years ago, Kelly said, "We're on the threshold of a similar exciting decade." The Space Shuttle is the next major step, after the final Apollo mission and the Sky Labs, for U.S. continuation in the space program. A joint effort with the Soviets is scheduled for 1975.

Kelly explained the economics of having a space program that can cut the cost of putting a pound of hardware in orbit from $1,600 per pound to $100 per pound. The orbiter, he said, similar in size to a standard Boeing 707, with cargo bay (15 x 60 feet) will be "fully reusable for 10 years or longer, for such diverse uses as deployment of a satellite, transporting of passengers and crew, repair to orbiting spacecraft, delivery of propellants, worldwide communications, weather prediction."

Is the Space Shuttle so expensive compared to other national priorities? In the 1973 Federal budget, Kelly pointed out, Human Resources claims the largest percentage of funds, followed closely by National Defense. Space Programs account for .35%, or 1/3 of 1% of the total national budget for 1973. NASA is carrying on a careful study program, to determine if its objectives can be met for a generation of use. Said Kelly, "We can do it."

"In the national interest," he said, quoting the late President John F. Kennedy, "the United States must build the capacity to advance the most modern spacecraft and technology to the utmost, and extract from it the wealth of benefits it holds for this country's freedom, economy, professions, education, and standard of living."

All Scholars. Vice President Tom Kelly, holding model of Space Shuttle, was 1946 Scholar. Newcomers are Russell Shapiro, Bob Hollimon, and Tony Magaldi. Kelly gave talk on Shuttle. (Photos by Marie Trimborn)

CALENDAR of events

The Calendar of Events will be discontinued for the summer and will resume again in September.

Ama. Radio Club: Wed., July 19, 5 p.m., WA 2LQO Shack on Roof of Plt. 5. Emmett Goodman, Ext. 87125.

Chess Club: Tues., 5 p.m., Plt. 3 Cafe, tournament, games. Alex Ikonnikow, Ext. 7592.

Coin Club: Wed., 12:05, Plt. 25 Vendor Conf. Rms. Ken Hale, Ext. 1936.

Duplicate Bridge Club: Thurs., 5:45 p.m., Plt. 3 Cafe, reserv. not required, partnerships arranged. S. Stone, Ext. 3652.

Ex-Servicemen's Club: Vets counselor avail. alter. Thurs., Plt. 2 ofc. (nr. lobby) Ext. 2814. Al Kordula, Ext. 87259.

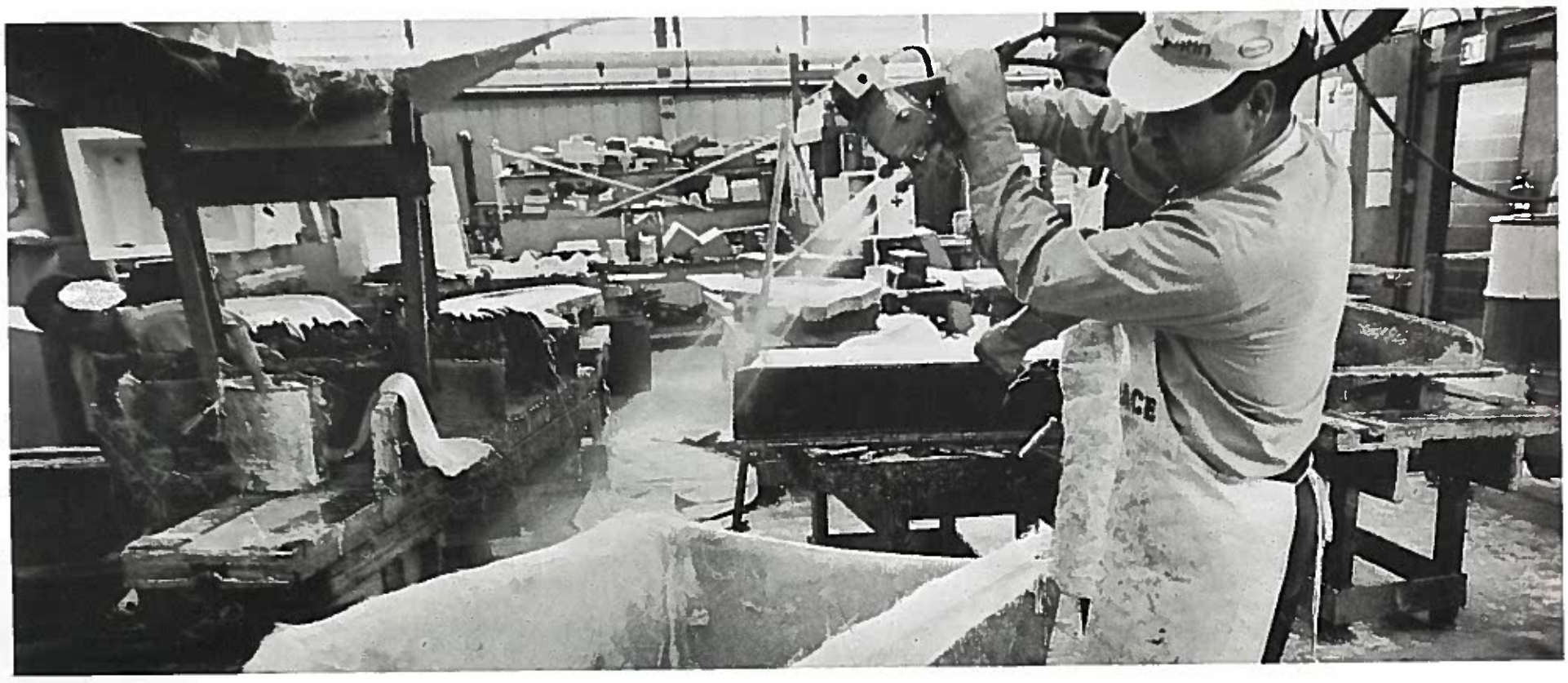
Family Campers: Fri., Sat., Sun., July 14-16, Ponderosa Camp grounds, Bloomingberg, N.Y., rally. Bill Lord, Ext. 2914.

Flying Club: Fri., July 14, 5 p.m., reg. mtg. Stan Kalemaris, Ext. 7341.

Huntington Toastmaster's Club: Mon., July 10, 8-10 p.m., Allstate Bldg., Old Country Rd., Melville, N.Y., Education, Art of Presentation. T. Campbell, Ext. 7353.

Stamp Club: First 3 Wed. of ea. mo., 5 p.m., Plt. 30 Cafe, swap, circuit bks., sales, auctions. M. Harow, Ext. 9172.

The goal at Pearson Yachts: 'uncompromisi



Turn off a super-highway, travel a few miles along a secondary road, turn at a school house onto a narrower road, turn still again on a bumpy and still-narrower road . . . suddenly as you come over a knoll, overlooking ground that slopes down to Narragansett Bay, you'll find Pearson Yachts at Portsmouth, R. I.

A bit surprising . . .

Even more surprising is to walk through this single building and realize that out of it come seven distinctly different types of yachts.

Vice President Bill Shaw, general manager of Grumman Allied's Pearson Yachts division and chief designer—a coupling of job responsibilities unique in the boating industry—heads a work force of some 300 people drawn from the immediate vicinity, who build one piece molded fiberglass laminated hulls. (Each boat is made by hand lay-up.)

"This single mold fiberglass laminate approach to building boats isn't a Pearson first," says Shaw. "We don't lay our fame to that. What matters to us is quality, an uncompromising quality. If is takes a little longer to build a boat to make certain that it's a fine product, that's all right. Quality is what counts."

Imposing background

That demand for quality shows in the boat and in the attitude of the builders. Everyone working on a Pearson is very much aware of doing things right, and there's a constant reminder (perhaps unneeded) in the form of a banner, placed strategically at just below ceiling level at various points in the plant, that reads: "The next inspector is the customer."

Shaw came to Pearson in 1964 with an imposing background in marine design, engineering, sales, and management experience, and since early boyhood knew that boats would be his business, his career and his love. (The fact that his father had the boat bug may have helped.) In any event, Shaw joined Pearson and started producing sail-boats of superior design. Many of them gained such popularity that many boating experts say that it led the way for people racing larger boats today. His recent designs have gained wide popularity.

Shaw says that "what we're building now is a series of boats: the 'Pearson 26' and the cruise-racer 'Pearson 30', whose production is supervised by Norby Martins; the 'Pearson 33', the 'Pearson 35,' and the 'Pearson 39', all tracked by Olin Reavis; the 'time-to-be-comfortable' 'Pearson 390', a yacht chaperoned all the way by John Ellsworth; and the new coastal cruiser, a shallow-draft powerboat named 'Portsmouth 43', which is checked by Freddy Kingery."

There's a different type of story behind the design-birth of the Portsmouth 43. In keeping up with the fast-moving trends in boating—"something you just have to do all the time," says Shaw—it seemed that boating was becoming more and more of a family sport; and in the process, people sought more space aboard their yachts, and consequently a move toward "houseboats" got under way. Shaw saw that the typical houseboat had almost all the comforts of home, but there was a serious problem: the houseboats, despite the glowing advertisements, simply were not seaworthy. Some disintegrated in stormy coastal waters.

Knowing all that, Shaw designed the Portsmouth 43 as a home afloat that could stand the rigors of coastal storms, instead of having a boat that always had to be sheltered in a quiet cove. It didn't pretend to be ocean-crossing, though.

"From all we've learned and heard," Shaw remarks, "the Portsmouth 43 has performed the job we designed it to do."

And now Shaw, true to his conviction that change is also part of the name of the game, a new yacht—a Pearson 36 slanted toward the racing field—is being born now and will be ready for the fall season.

These new boats aren't generated automatically; no programmed mechanical-design "brain" takes the burden off of human designers. It's not a case of saying, either, that "'Since we've built a similar boat, all we have to do is drop in new figures—say, 11 more inches of length—and that's that." Far from it! As Shaw points out, "You're building a new boat. What you did before serves only as a guideline. It's like the aircraft world in that each new type of plane has to start with a new design. You don't take anything for granted."

And to Shaw, there's a "real thrill putting something down on paper and then seeing what you visualized actually perform. . . . "

Designs take shape

So, it all starts at the drawing board with design conceptions; details are developed by a design department headed by Chick Streit. The next step is to fashion a full-scale wooden model (called the plug). That shows the actual configuration of the hull. Then a mold is made from the plug. The mold becomes the master from which all of the other hulls are formed. Of course, the mold must be waxed, thoroughly, each time the fiberglass is applied.

"The best way to understand what happens is to see it," said Assistant Plant Manager Bill Dias, "but, next to that, try to imagine it. The mold comes in, and it looks like an upside-down oval bath tub. And when it's righted, it's waxed, then sprayed with a colored gel coat."

The fiberglass material and resin are applied by hand, layer after layer to desired thickness. When that has hardened, the hull or part is pulled. Nor is the hull the only integrally molded fibergass laminate constructed section; some boats include a hull, separate deck, and sections, all integrally molded. The deck is of balsa-core fiberglass for strength, rigidity, and insulation.

Once the basic hull has been lifted off the mold, work begins on the interior elements. The wooden cabinets and drawers are built, and electric wiring, harnesses, and so on, are installed. All this is Pearson-built; other items—engines, fuel tanks, mattresses, marine hardware, aluminum masts, and so on—are made by various suppliers who must pass the demanding quality standards imposed by Pearson. All of these come together in logical sequence as a fiberglass hull moves down the production line from a mold to a finished boat—all under one roof. (There are five production lines: one for Portsmouth 43, one for Pearson 390, one or two for either the Pearson 26 or 30, and one or two for either the Pearson 33 or 35 or 39.)

"As each boat emerges from the plant," says Bill Dias, "it's moved outside for testing. First it goes to a large, deep 'pool' in which the boat sits for engine-operation and leak tests. Then it's picked up and moved a few feet to 'the shower' where deck tests are made." (And a shower is literally what it is. Overhead pipes with many nozzles drench the boat.) "If everything's all right, the boat is rolled a few feet more; there it stays until picked up by a truck for delivery."

To pick up a Portsmouth 43, large power boat that it is, required construction of a new, special-type structure called the Travel Lift. The Portsmouth 43 is rolled into position under the Travel Lift and an operator guides the hoisting of the yacht and then directs its placement — ever so gently — on a long trailer truck, which delivers the yacht to a Pearson dealer.

"Most of our dealers," remarks General Sales Manager Gordon Woodland, "are clustered in the east and on the Gulf Coast and Great Lakes. My two salesmen and I sco... the country, including Canada and Mexico and even overseas. It's not just to sell boats but to find dealers who are willing and fully capable of doing the total sales-service job. We're more interested in the quality dealers than dealers in quantity. Our efforts are toward quality in every area

ıg quality'

(Photos by Bob Settles)

so that the fine reputation of Pearson Yachts is maintained.

"We help the dealers," says Woodland, "by providing media messages, sending them questionnaires (so we're current in what's going on), and by holding dealer meetings each fall."

Boat prices range from $4,000.00 to $45,000.

And there's a service organization, too, headed by Pete Katzenbach. It works with both the dealer and the customer. "You get to the phone fast when a complaint comes in," Katzenbach says, "and you solve the problem as fast as you can. It's our philosophy of business."

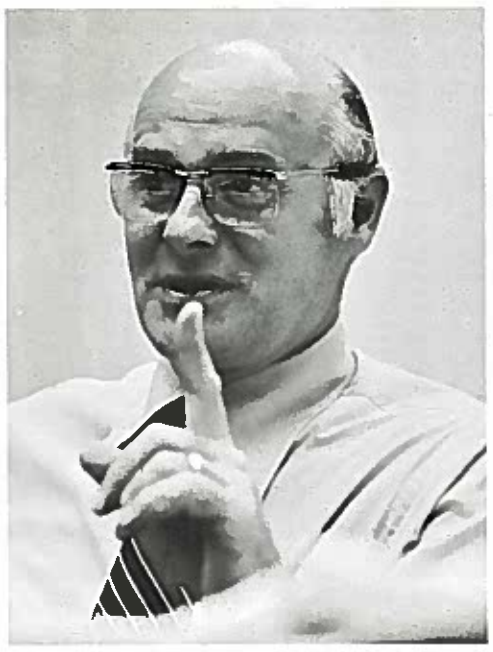
Always looking ahead

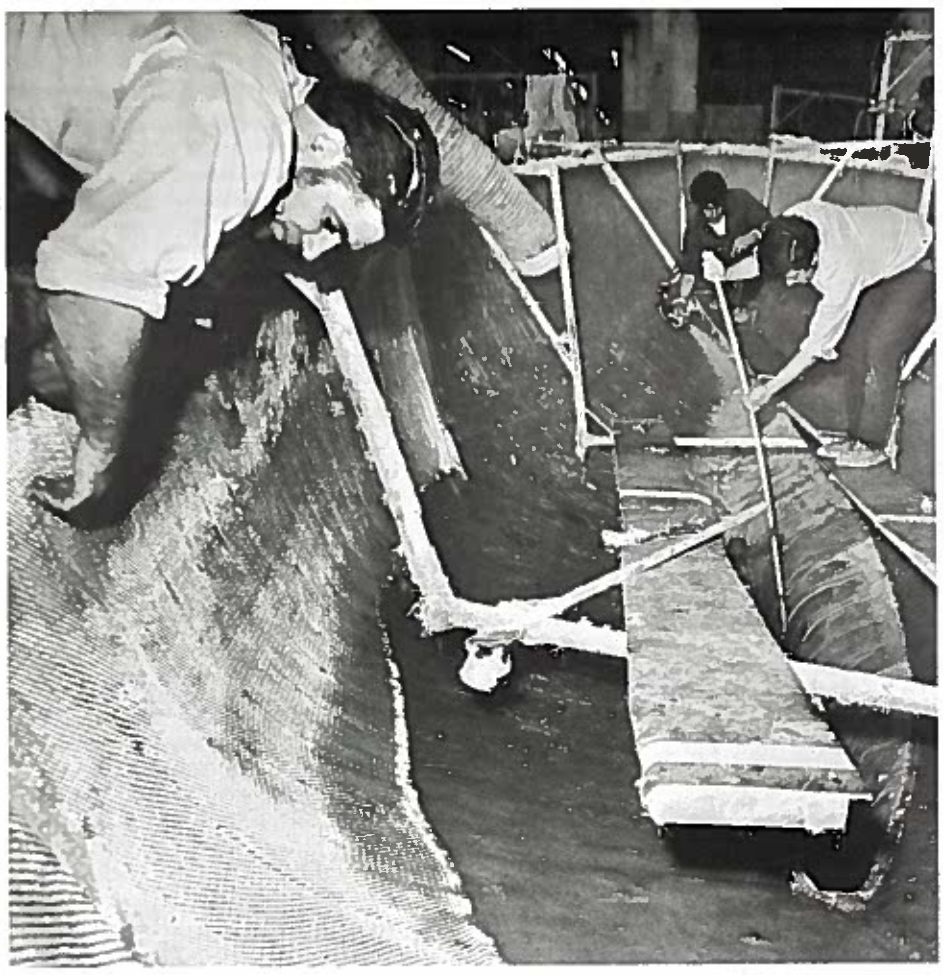
The business is cyclical, too, as Shaw points out:

"Sales are really hot to about the end of July. August is slow. Then, like the auto industry, orders for new models start pouring in in September and October. Knowing that, we have to know what's been happening in the boat market so that we can design and produce, about every year, a new boat that meets the needs of the growing family of boat owners. You have to know what the trend is . . . and then provide for it with a new, high-quality boat."

So yes, it's a curious, surprising yacht world, in a way. Here's the premier yacht builder, Pearson, largely tucked away in what looks like an agricultural region: Just some 300 people produce them—and thousands use them. "The people here work hard," Shaw says, "and they enjoy what they're doing. They don't run home as soon as their hours are in because they want to get away from the place. Look over there; there's 'Robert F. Loar Park.' The employees built that park, and they have picnics and family affairs there."

It says a lot about the people of Pearson Yachts . . . and about the products they make.





Pallack near perfect twirling the Hiballs to 13-0 no-hit win

If anyone ever told Bill Pallack that slow-pitch softball is a hitters' game, he never took notice. Bill put his foot squarely in the Grumman "hall of fame" a couple of weeks ago when he twirled a nifty 14-0 no-hitter against the Egg Beaters, and if he had had a little more help from his infield, he would have made that a perfect game.

The one man who did reach base against him in the Wednesday after-hours National league tilt got there on an error; he was quickly erased in a double play. Pallack got plenty of help —both from his own team and the Egg Beaters. Mike Gurello had three hits, including a double and homer, Ron Ruotolo tripled, and Lou Marinelli collected two hits. The Egg Beaters contributed eight errors to the cause.

And if Bill's teammates don't encase his arm in a protective covering—gold, maybe?—when it's not in use, could they be accused of dissipating a corporate asset?

In other National league games, Ed Gabriel pumped three homers to lead the Side Lobes' 22-2 victory over the CBA Stars; the Digits, trailing by one run, tarnished the Black Diamonds' record with an 8-7 defeat by scoring two in the last inning on key hits by Joe Miller and Charlie McLaughlin.

High flyers at Calverton

When the New Breed scored four in the top of the first, then watched Flight Development send across six tallies in the bottom of the first, they must have known it would be an interesting game. It was. Flight won it, 12-9. Joe Barsczewski had a three-run homer in the win. Bill Hochner, Charlie Cava, Pete Howell, and Art Donato, were other standouts. . . . In another Calverton game, Terry Howell's three-run shot, and heavy hitting by Pete Guido, Al Russo, and Mike Wegler sparked a six-run splurge in the third inning for the Metsfits. It helped the team gain its initial win, a 7-2 decision over Whats Left.

It came as no surprise to the Machinists that they got past the Flyers, 16-15, in the Bethpage Nite Owl loop. Hadn't they been leading by seven, watched the Flyers score nine to go ahead, come right back themselves with six to regain the lead, then hold off a last-gasp three-run rally by their opponents in the last inning to win by one? Never in doubt. Dan Pierce, Bill Kraynak, and Jim Van Nostrand sparked that decision. . . . The Supporters finally hit the win board in the Tuesday American after-hours loop. Joe Avanzato's three-run clout, Sal D'Amato's homer, and Ken Carmen's three hits helped forge the 9-7 victory over the Druids.

ZAP! went the Godsons

A couple of weeks ago the Godsons were the most feared team in the Monday night loop — or so they thought. After all, hadn't they plucked the Twisted Ducks and flattened the Cheeseburgers? They must have been caught reading their press notices, though, 'cause the Monopoles socked them 17-0, and Joe Vosefski added insult to that injury by limiting them to two hits. Assisting in that debacle were Bob Ogilvie and Larry Frank who collected thre hits each. Will the Godsons now be known as "The Gang That Couldn't Shoot Straight?" (Please forgive us, Jimmy Breslin.) . . . John Brook and Joe Lisa combined for a total of seven hits to pace Research's 18-2 victory over the Pub Crawlers.

Marty Martinez socked two homers and Micky Rowles added another as the Mini Jets recorded their third straight, a 14-7 win over the Q Dots, in the Wednseday American loop. Earlier, Bill Sheridan's three-run blast powered the Jets' 7-4 decision over the Sloe Pokes. . . . In the Thursday invitational circuit, the Jets (they dropped the Mini for this competition) socked the Shadows, 17-2, then barely edged the Whiffles, 14-13, to run their mark to 3-0. Martinez, Brian Scheu, Mickey Rowles, Mike Sabia, Cleveland Jones, and Chuck Hess hit hard. . . . The Shadows came back with a 23-10 win over Research on homers by Bruno Sidor, Bob Ogilvie, John Wallace, and Mike Ottone.

It was bound to happen. You know, the irresistible force meeting the immovable object. Simulation had a 24-game win string over the past three seasons. The Jets lost only one last year, won the GAA invitational tourney and the Thursday night league as well, and were undefeated in three leagues this year. And manager Marty Martinez has never been reluctant to challenge any team within shouting distance.

And when it was over, Simulation had a 3-2 win. It took a three-run burst in the fifth to do it, though, with Duffy Gallegro's double the key hit. That made it 3-1 for Simulation, and a single tally by the Jets in the seventh was not enough. Does that mean the party's over for the Jets? . . . In other action, Simulation dropped the Druids, 5-4, with aid of Mike Ottone's homer; the Jets walloped the Mohawks, 24-0, with the key hits being homers by Tom Ramberg and Bill Masone; the Condors socked the Supporters, 13-6, and Druids, 12-8, on heavy hitting by Terlizzi, Coyer, Ferrante, and Verzera; Charlie Esposito and George Cumberland of the Woodpeckers, and Joe Ritz of the Campbell Kids socked homers in a 13-6 win for the Woodpeckers, and the Woodpeckers earlier scored a 4-1 decision over the Hellcats on the hitting of Dick LaSala; two hits apiece by Richie Wasenius (including a home), Ed Montanez, and Jerry Lehecka sparked the Mohawks' 5-3 victory over the Condors.

One more time? With four new members on the team this year, can the Grumman varsity golf squad win another L.I. Industrial league title? Coach Mike Cherry (L), a PGA and GAA staff member, thinks so. Lined up with him are captain Bob Holsten, Jim Alverson, Tony Cisco, Steve Gray, Roy LaRosa, Joe Gambino, and Bill Bartoszak. Also on the squad is Ken Prager. (Photo by Fred Annette)

Local shows offer discount rates

The Performing Arts Foundation is offering to Grumman employees $1 discount on regular ticket prices on Sunday, Tuesday, Wednesday, and Thursday performances. The Playhouse is at 185 2nd St., Huntington Station. This is professional theatre and its regular rates are $2.50-$3.50 weekdays, $4-$5 Friday and Sunday, $5 on Saturday. Show your Grumman badge at the box office for special rate. The next play will be George Kelly's comedy "The Show-Off," July 1-23.

Grumman Employee Service Offices are offering reduced rate tickets for two summer attractions: "Fiddler on the Roof" at U A Cinema 150 Theatre in Syosset and "The King and I" at Jones Beach Theatre. And here's a break on the Colonie Hill Music Festival great ones, at 1717 Motor Parkway (Exit 57, L.I.E.), Hauppauge: Saturday, July 8, 9 p.m., Count Basie and his orchestra; Wednesday, July 12, 8:30 p.m., Lee Castle and Dorsey Orchestra; Saturday, July 15, Gene Krupa and his All Stars. Dancing. Discount tickets available from ESO.

Bilogan's 589 leads summer pin meeting

There are those who take a brief summer respite from bowling—usually filling in the empty spots with other forms of recreational activity—before getting back in the alley groove after Labor Day; others keep up the pace all year.

Nick Bilogan is one. In the Rainbow Mixed Summer league recently, Nick hit 223-589, while Hank Abrami finished with 219-562, Mary Kesin, 442; and Lee Newcombe, 441.

Earlier, Lee Newcombe had 469; Mary Kesin, 470; Jack Juppe, 201-536; and Ned Kesin, 526.

Alverson snaps par in tee tilt

Jim Alverson set a blistering pace in a recent 8-0 golf sweep by Grumman over Photocircuits on Bethpage State Park's Red course. Jim was four-under-par for the 12 holes played in the L.I. Industrial league match, scoring birdies on three par-threes — the 160-yard fourth, 170-yard seventh, and 160-yard 17th, and he also fired a four on the par-five 16th, a 530-yard hole.

Alverson's partner, Steve Gray, was in pretty good form himself. He finished one-under par for the match. Steve registered two birdies, one on the par-four 375-yard third hole, and onther on the seventh. His bogey came on the 435-yard 15th.

Captain Bob Holsten, teamed with Tony Cisco in the four-man team match against Photocircuits, erred only twice. He bogied the sixth and 14th holes but collected a birdie on the 16th to finish one-over-par for the event. Cisco was four over for the 12 holes.

The win ran the Grumman team's record to 2-0 in the Industrial circuit.

Drops eagle

Jack Singer dropped an eagle-3 on the 530-yard seventh hole on Bethpage State Park's Black course a couple of weeks ago, and finished with 40 for nine holes in the Engineering Blue loop. Jim Herzberg, who also had 40, tied Singer for low-scoring honors.

In earlier, play, Tony Uravitch signed in with 40, Dick Szatkowski, 44; and Phil Gracini, 47.

Earn KSC team safety award

For the third time in four years, the Grumman organization at the Kennedy Space Center has been cited for having the "Best Safety Program Among All Contractors." The award is for 1971.

Dr. Kurt H. Debus, director of KSC, presented a plaque to Jack Andrews (C), the Company's director of Safety at KSC. Holding the Annual Accident Prevention Award is Chuck Kroupa (L), Grumman's director of Operations at KSC.

"This outstanding achievement," said Kroupa, "is much more than a safety award because such a record can only be accomplished by a highly efficient, productive team effort made possible by all of the people throughout our entire organization."

The process of determining a safety award winner is rather exacting. The National Aeronautics and Space Administration has an evaluation system run on a monthly basis. The categories include such matters as accidents/incidents, management and employee interest, attitude and support, compliance with policies and directives, training, and technical performance and test monitoring.

Grumman net squad splits . . . but still leads Industrial play

It's no wonder Mitch Rosenbaum is walking around with a big grin on his face. Could you blame him? Last year Mitch coached the Grumman varsity team to its ninth straight championship in the L.I. Industrial tennis league. Perhaps that's what prompted league officials to split the league into two divisions this season, with the leaders in the two sections meeting at the end of the year to determine the loop championship.

So what is Mitchell now confronted with? Only the happy circumstance of coaching both Grumman teams entered in the Industrial circuit, having both of them undefeated, and looking ahead to the distinct possibility of a playoff between the two for the title in September. So who wouldn't be smiling?

The Red squad holds a 3-0 record in its division, with victories over Republic (2-1), Photocircuits (3-0), and Sperry (3-0). The Blue team has won five matches, winning over Airborne Instruments Lab (3-0); Pan Am (2-1); Sperry (2-1 and 3-0); and LILCO (3-0).

In the annual All-Grumman tennis tourney, the string is beginning to run out (finally). Although the rain has delayed play long past the expected completion of the tournament, they're still hanging in there, says Rosenbaum. The field has been reduced to Dick Kline vs Bill Wenzel and Jacques Crouzet-Pascal vs John Hsu in the singles, and the teams of Jay Leng and Pascal vs Dave McKendrick and Joe DiStefano and Al Kirillin and Tom Guarino vs Bob Bentler and Gerry Fogel in the doubles.

Prowler on Pacific duty

The Prowler's on the move. . . .

VAQ-132, the first fleet squadron to deploy with the EA-6B Prowler, is aboard the USS America sailing from the east coast and on its way around The Cape of Good Hope to join the Seventh Fleet off the coast of Southeast Asia.

Also aboard were planes of the A-6 family, and when six Grummanites making the month-long trip crossed the equator, there was a traditional ceremony: the pollywogs (those who had not crossed the equator) were duly initiated. The Grumman Field Service representatives aboard ship included Joe Campo, Bill Meyer, and Walt Schmershal, all of the Prowler team; and Dick Cronin, Bob Gross, and Steve O'Connor of the A-6 family.

Haring entries earn best-in-show, four other firsts at Rose exhibit

What is there to say about the Grumman Rose Show held June 15 in Plant 35 Cafeteria except that it was altogether tremendous? With 323 entries it was the biggest ever, and with special prizes to lure the novice, it attracted fresh new talent. "It's great to see the younger generation taking an interest," commented Mike Smith, retired these past two years but a former frequent winner and still interested in the Grumman shows. "Best show I've ever seen at Grumman," said Frank Sadowski.

No one contested Pete Haring's many awards, which included "Queen of the Show," and four blue ribbons. Haring's 400 rose bushes are his consuming hobby, and he has become known all over the Island for his winning blooms. The best in show was a stalwart deep pink Paris Match hybrid tea "that I'd very nearly thrown away," he said.

The judges, Dr. Maynard Lemrow of Westbury and Mrs. Edwin Meyer of Hempstead — both American Rose Society accredited judges—had a special word for George Rath's first-place arrangement. It was comprised of Queen Elizabeth pink floribundas on "a piece of driftwood I bought at a garage sale for a quarter." Rath hadn't won a blue in Arrangements before, and therefore qualified as a novice. He has 16 or 17 rose bushes "and I do my gardening for pleasure. It just happened that the roses were matched to the driftwood." Said the judges, "It shows a lot of creativity. You either have the touch or you don't."

Choosing the Seasonal Material winners was difficult because of the high quality of bloom. A stately Oriental poppy and some velvety sweet william, entered by Joyce Sviba, took first and second, and Frank Sadowski's spray of pale pink Canterbury bells nudged into third.

Dalva 'overwhelmed'

"I confess I've never been to one of these shows, and I'm quite overwhelmed," was Vice President Ed Dalva's reaction as he looked about. Recovering his cool, he gave out the prizes: Revere silver bowl for Queen of Show, special gifts of new rose bushes from commercial growers—including three new varieties from Jackson & Perkins—Norwegian pewter bud vases, and Flight Shop certificates.

Chuck Belensky urged that for the future the less experienced rose growers be concerned with "the art of refrigerating blooms" to make sure they're right for display, and proper grooming. "Wipe off the spray, make sure there are no bugs."

The show managers were Belensky, Gus Preiser, and Joe Schaefer. Grumman Garden Forum Director Kay Zuk was on vacation, but she had laid the foundation. Gay Haase of Wing Final and Bob Johnson of ESO helped.

These are the Rose Show Winners:

Class 1, red: 1, Pete Haring; 2, Joe Schaefer; 3, Mike Gabriel.

Class 2, pink: 1, 3, & Queen of Show, Haring; 2, Alice Miller.

Class 3, yellow, white: 1, Haring; 2 & 3, Gus Preiser.

Class 4, other colors: 1, Chuck Belensky; 2, Haring: 3, Dian Dieterle.

Show's best. Out of 323 entries in Grumman rose display, Pete Haring's dark pink Paris Match took top honors. Vice President Ed Dalva (L) presents the prizes.

Class 5, floribunda spray: 1, Haring; 2, Bill Hill, 3, Roy Goddard.

Class 6, climbers: 1, Ray Muntz; 2, Dian Dieterle; 3, John White.

Class 7, rose assortment: 1, Belensky; 2, Muntz; 3, Maria Catalano.

Class 8, arrangement: 1 & 3, George Rath; 2, Dot Kappenberg.

Class 9, seasonal material: 1 & 2, Joyce Sviba; 3, Frank Sadowski.

Novice special awards from classes 1-7: 1, Dian Dieterle; 2, Goddard; 3, Alice Miller.

The next Garden Forum show will be held on Thursday, October 19.

Eye on safety

If you wear contact lenses, this message is for **you.**

You may believe you look better wearing contact lenses than wearing ordinary spectacles, and maybe you do, but — and it's a very large but—there are risks, and serious ones indeed. Consider this evidence from the Journal of the American Medical Association, the National Safety Council, and ophthalmologists:

- The eye is probably the organ most vulnerable to industrial injury
- Foreign particles, liquids, and chemicals can creep in behind the lens and result in irreparable damage
- There is the hazard of accidental dislodgement
- By all safety standards, people who wear contact lenses are not considered to be protected.

As Grumman Medical Director Dr. Robert Jessup says, "The wearing of contact lenses is to be avoided in a working environment where eyes may be exposed to dusts, molten metals, or irritant chemicals, even if used together with safety spectacles or goggles. Contact lenses are not in themselves protective devices and, in fact, may increase the degree of injury to the eyes."

For Rent

COTTAGE: Rocky Pt., 2 bdrm., eat-in-kit., lrg. scrn. porch, pvt. bch., avail. July, Aug. 757-2684.

ROOM: Furn., nr. Grumman, new furn., pvt. bath. 796-8106, after 5 p.m.

ROOM: Massapequa, furn., 2 sgls. 798-1676.

COTTAGE: Bainbridge, N. Y., Catskill area, slps. 6 PE 5-4213.

APT.: Long Bch., ocean front, 3½ rm., terrace, air cond., pool, wash/dry., sauna, tp. fl., $250/mo., avail. Aug. OV 1-8150.

ROOM: Nr. Grumman, semi pvt. bath, reason., gent. pref. 822-3819.

DOCK SPACE: Wide sheltered channel, W. Lindenhurst. TU 8-5177, after 4:30 p.m.

RMS.: 2½, pvt. home, Bethpage, pvt. ent., hot plate. GE 3-6812.

HOUSE: Franklin Sq., 4 bdrm., 2 bath, din. rm., eat-in-kit., 2 car gar., color TV, comm. pool avail., $350/mo., now en end. of Aug. 747-0115.

HOUSE: Lindenhurst, 2 bdrm., semi fin. bsmt., gar., util., $225/mo., lease. TU 4-4847.

ROOM: Hicksville furn. pvt. nr. Grumman. WE 5-2466.

Ride Wanted

RONKONKOMA: Exit 59 LIE to Plt. 6, 4-12:30 a.m. 585-1692.

Car Pool

BETHPAGE: Levittown, Wantagh Ave. vic. to Plt. 34 complex, 8-4:30 p.m. 433-7891.

BELLEROSE: Or Glen Oaks, to Plt. 1, 7:30-4 p.m. 479-0508.

ROCKY PT.: To 34 complex. JU 7-6950.

For Adoption

TERRIER: Silky, AKC, all shots, 10 mo., fem. 724-3962.

DACHSHUND: Mini, AKC reg./mix?, blk. w/wh. chest spots, born 6/6, all shots. Lewis Gibson, Ext. 1488.

KITTENS: Blk. & wh. male & striped gray/wh. fem., domest. short hair. 334-1294.

GERM. SHEP.: 7 mo., all shots, licensed. 757-0630, after 6 p.m.

DOGS & CATS: 14 - 40 homeless pets. Elio Long, Ext. 57-851.

WATCH DOG: 10 mo., ½ collie, housebkn., all wh., gd. w/child. 785-3519.

Wanted

HEADERS: For 283-327 Chevy, '55-'57; posi rear for same, pref. 4:56 ratio, sma. block eng., & equip. Jim Cush, Ext. 1223.

BICYCLE: Lgt. wgt., 10-spd. 269-6915.

OUTBD. ENG., Sma. Seagull, 1½ - 2½ hp lg. shaft for sailboat, or other make of gd. kual. CH 9-6229.

CHAIN SAW: 16 or 18 in., auto. oil. WE 8-1551, evgs.

CHINA CLOSET: Old. type pref., reason. WE 8-6522, evgs.

SHOP MANUAL: '66 Plymouth, Fury I. LT 9-6837.

UTIL. TRLR.: For car tow. 929-4021.

ROOMMATE: Fem. to share house in E. Northport w/fem., own bdrm., $110/mo., incl. util. 757-8689.

For Sale

TRAVELALL: '64 Internat'l., V-8, auto., pwr. steer. & bks., 4 reg., 2 snows, mtd., West Coast mirrors, trlr. hitch, AM/FM, $500. AR 1-1285.

HOUSE: Huntington sch. dist. 13, 3 bdrm. cust. split, liv. rm. w/firepl., din. rm. w/beam. ceil., eat-in-kit., 1½ bath, w-w, lndry., heat. gar., panel. bsmt, playrm., work. rm., lrg. col. brick patio w/awn., rear cedar fence, 2 cust. tool sheds, $35,000. 271-6233.

HOUSE: Brentwood, Loretta Pk. sect., 4 bdrm. hi-ranch, eat-in-kit., formal din. rm. & liv. rm., 1½ bath, rec. rm., 2 car gar., util. rm., cov. patio, sun deck, pool, panel., carpet., s-s, appli., walk shops & sch., $29,990. 273-6064.

HOUSE: Amityville, 4 bdrm. cape, liv. rm. firepl., din. rm., mod. eat-in-kit., fin. bsmt., 2 bath, lrg. scrn. porch, att. heat. gar., prin. only AM 4-0062.

HOUSE: E. Northport, 7 rm. ranch, ½ acre, 2 car gar., cov. patio, firepl., eat-in-kit., formal din. rm., fin. bsmt., ctl. vac., 2 air cond., xtras, $57,000. 368-3048.

KIT CHRS.: 4 wood., $20. 588-6364.

For Sale

HOUSE: Huntington sch. dist. 13, 3 bdrm. ranch, heat. fin. bsmt., 5 appli., cov. patio, fenc., att. gar., tool shed, low tax, 5½% mtge., $29,900. 271-8235.

HOUSE: Farmingvile, 3 wing ranch, stone foy., 20x12 kit., 12 ft. wall mirror in liv. rm., den, 3 bdrm., w-w shag, 1½ mosaic bath, 40x24 exp. attic, att. gar., s-s, treed, fenc., $33,500. 588-0565.

HOUSE: Old Stony Brook, 4 bdrm. cust. cape, 2½ bath, fin. bsmt., deck, w-w, 5 appli., ½ acre hvy. wood., n. of 25A, walk to vill. & bch., $39,900. 751-3883.

HOUSE: Westbury Hills, 3 bdrm. brick split, 2½ bath, 2 car gar., semi fin. bsmt., ¼ acre, lrg. liv. rm., din. rm., fam. rm., eat-in-kit., patio w/slid. drs., s-s, 3 air cond., o.h.w., $23,300 take over mtge. @ 6%, $42,500. 333-5223.

For Sale

ENG.: Pontiac 342 ci., recent o'haul, comp. w/4-bbl. carb, start., gen., cool. sys. & comp. wiring, $125. 581-5328.

ENG.: Remov. from '62 Pontiac Bonneville, V-8, comp. w/auto. transm., $25. 485-2048.

POOL: 16 ft. dia., filt., pump, ladder, nds. liner, $50. 681-9588, after 6:30 p.m.

FURN.: Girl's bdrm. set, off wh., twin bd., nite tbl., chest, dress. w/mirror, $125; Winter spinet piano, mahog. w/bench, $475. 598-1525.

COAT: Persian, full lngth., sz. 10-12, new blk. hat, $150. ED 4-0941, bet. 10-12 a.m. or 5-7 p.m.

MISC.: 27 in. man's sgl. spd. lgt. wgt. bike, $25; 27 in. man's Schwinn continental 10 - spd. rac. bike, $45; 18 in. twin blade Sunbeam elec. dawmower, comp. w/50 ft. cord, $25. Charles Hefner, Ext. 7180.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

FORD: '69 Torino, air cond., vinyl roof, pwr. steer., 302 c.i., 33,00 mi., $1,700. 928-1043.

MAZDA: '71, R100, Wankel eng., 2-dr., 4-spd., full instr., radial tires, Sty. o'sz. whls., reclin. bkts., radio, pwr. ant., 12,000 mi., $2,500. David Rothschild, Ext. 1670.

JAGUAR: '57, XK140MC roadster, burgundy, Dunlop radials, Cragar mags, elec. ignit., pwr. train rebit. '71, 5 xtra wire whls. w/Pirelli radials, $2,000. 587-1864.

MERCURY: '68 Parklane, 2-dr. hdtp., 47,000 mi., 8 cyl., 390cc, 325 hp, pwr. steer., bks., & seats, 6 way, fact. air, R&H, blk. vinyl tp., def. seats, 4 new Goodyear w/w, new disc bks., wh. ext. w/wood panel., int. gold, ask. $1,875 or best offer. PR 5-3658, after 6 p.m.

VW: '68 conv., auto., low mi., orig. owner, $1,195. 864-2640.

CHEVROLET: '68 Caprice, 4-dr. hdtp., V-8, auto., blue w/blk. vinyl tp., $1,250. IV 5-1788, after 6 p.m.

VW: '68 Fastback, 1,600cc, disc bks., radio, lt. blue, low mi., ask. $950. 935-2576.

TRAVEL TRLR.: 21 ft., slps. 8, fully self cont., heat., compressor, awn., stab. & hitch, awn. & scrn. rm., ask. $2,500. 751-0279.

MOTORCYCLE: '70, 350 Suzuki, lug. rack, turn sig., Z bars & orig. bars, low mi., $475. 798-2493.

TIRES: 2, H78x14 (replaces 8.55x14) fbl. belt. tires w/poly cord sidewalls on Pontiac mag whls., bal., low mi., $50/2. 585-5116.

AUTO PARTS: 2 heads for 389 Pontiac, $25; 389 block, $25. 929-4444.

MISC.: 3½ hp Rupp Sprint mini bike, shocks F/R, used 5 mo., $100; 36 in. wal. china closet, $35; 44 in. lt. oak dress./mirror, $35. 921-2083.

TOYOTA: '67 Corona, 4-dr. sed., blue, auto., R&H, $750. 265-1187.

MUSTANG: '65, auto. cons., 6 cyl., R&H, 55,000 mi., $550. 842-3768.

DODGE: '67 Coronet, 500 cust., 4-dr., R&H, vinyl roof, auto., pwr. steer., front end work done, one owner, ask. $795. 889-6038, after 6 p.m.

CHEVROLET: '67, 427, blt.-up by Speedwin, Crane Cam, Venoila pistons, 13:1, Edlebrock manifold, 850 Holly carb., 4-spd., 488 posi., Mallory dual-pt, ign. sys. w/aux. elec. fuel pump, mag whls., 15 in. new slicks. 212 GE 4-3290.

MG-TD: '53, new tp., clutch, start., & paint, rebit. eng., $1,500. Art Filete, Ext. 1146.

GTO: '68, 3-spd., man. w/cons., air cond., HD susp., posi., AM/FM w/elec. ant., pwr. steer., instr. cluster w/tach, blk. vinyl tp., remote ctl. trunk rel. & mirror, 28,400 mi., grn. 333-6034.

CAMARO: '71, vinyl roof, pwr. steer., stereo, new snows & reg. tires, 302, V-8. 549-4236, after 5 p.m.

VEND. MACH.: Coffee & candy. 261-7322.

MISC.: Cons. sew. mach. w/attach.; twin brush fl. polisher; lady's bowl. ball w/bag; elec. mix. w/bowls; manual meat slicer; typewriter w/tbl.; 8 & 12 in. tbl. saws; paint sprayer; man's golf clubs w/bag; movie camera & proj.; redwod picnic set; lady's bicycle & ice skates, sz. 7, others, reason. 751-3814.

DINETTE SET: Blond, 4 chrs. & tbl. pads, $25. HR 3-4732.

MISC.: 6 ft. rect. patio umbrella w/std., new, $30; 1, 10 lb. blk. rubber bowl. ball, $10; 14 skin mink stole, $75. 368-2915.

SHOPSMITH: Multi-purpose pwr. tool w/std., motor & access., incl. jig saw, owners guides & pwr. tool woodwork. bks., $250. LY 9-5755.

BICYCLE: Boy's 20 in., $20. 586-8971.

POOL TBL.: 7 ft., $40. 938-5992, after 5 p.m.

ENTER. CTR.: Magnavox stereo theatre, 24 in. B&W, TV, AM/FM stereo tuner-amp. & phono comb., blt. in, contemp. wal. cons., $150. TA 6-1309, after 5 p.m.

DESKS: Antique steel leg. sch. rm. w/seat & ink well, $45, w/o seat, $35. 543-5365.

MISC.: Bird cage on std., $10; 14x4½ KH54003 rims, $10/pr.; elec. snow blower, $10. 667-1759.

MERCURY: '63, 390 c.i., 3-spd. std., stereo sys., new tires, & clutch, $450. 581-6952, after 6 p.m.

BUICK: '64, 4-dr. hdtp., LeSabre, all pwr., $300. 724-2336, after 6 p.m.

RAMBLER: '67, 4-dr. sed., 220, auto., 36,000 mi., make offer. 334-6563.

TOYOTA: '70 Sprinter fastback, auto., snows, low mi., $1,200. 298-9135.

VW: '67 Squareback, 55,000 mi., tan, $400 before repairs, $1,100 after. Kay O'Regan, Ext. 7025.

BUICK: '66 Riviera, gran sport, blue w/blue int., 8 cyl., new paint, 60,000 mi., all pwr., $1,000. 669-2539, 10-10 p.m.

MERCURY: '68 Cougar, air cond., pwr. steer., vinyl tp., 30,000 mi., blue w/blk. tp., $1,700. 212 HI 9-0729.

PONTIAC: '69 Bonneville conv., pwr. steer. & bks., $2,100. 588-4256.

OLDS.: '66 Dyn., 2-dr., fact. air., pwr. steer. & bks., body work req., xtras, best offer o'$450. HA 7-5444, after 6 p.m.

FORD: '64 Falcon, 2-dr., 4 new tires, 52,000 mi. 935-4054.

HOUSE: S. of Montauk, Islip, 3 bdrm. cape, firepl., fam. rm., carpet, liv. rm. & din. rm., util. rm., $27,000. Jim Byary, Ext. 3005.

HOUSE: S. Farmingdale, 3 bdrm. split, 7 ½ rm., 1½ bath, mod. kit., fin. bsmt., w/bar, panel. den, lrg. patio, $38,990. 293-8543.

HOUSE: Huntington, 3 bdrm. ranch. 1½ bath, full bsmt., 5 appli., xtras, sch. dist. #1. 271-0154.

LIV. RM. SET: Ital. Prov. sofa., 2 end tbls., 2 lamps, cocktail tbl., $200. 433-2395.

For Sale

VW: '68 beige, 4 new tires, recent. muff., new shocks, rebit. eng., 1,000 mi., $895. 264-2377.

VW: '64, nds. chank shaft, $150. 289-3750.

OLDS: '62 F-85 conv., nds. trans. work, new exh. sys., best offer. 421-3342.

CABILLAC: '65 Coupe de Ville, orig. owner, full pwr., ctl. diff., air cond., AM/FM, red lea. uphol., wh., 5 w/w., 5 w/w, 2 w/w snows, $900. 698-2763.

HORNET: '70 SST, auto., big 6, new bks., w/w, nds. minor hood repair, low mi., ask. $1,095. MY 4-3326.

DODGE: '9 Coronet, 2-dr., V-8, low mi., $50. PY 6-7726.

KAWASAKI: '70, 90cc, str. scrambler, incl. helmet, best offer. 921-1443, after 6 p.m.

BUNGALOW: Ferndale, N.Y. bet. Swan Lake & Grossingers, 2 bdrm., full bath, scrn. in porch, furn., gas hot water, town water/sewer, 110-220v, 40x100, pvt. lake, $13,000. PY 6-3887, after 5:30 p.m.

HOUSE: Islip Vill., 3 bdrm. ranch, treed ½ acre, Bayberry Pt., S. of Montauk Hwy., appli., mod. kit., lrg. liv. rm., din. area, den w/firepl., lrg playrm. pan., cath. cail., deck, 2 full bath, lndscpd., $45,000. 581-0333.

HOUSE: Bethpage, 3 bdrm. split, o'sz. plot, 2 ½ bath, 2 zone heat, new roof, 100 amp serv., walk RR, ask. $41,500. WE 1-7192.

HOUSE: Babylon, S. of Montauk, 3 bdrm., huge liv. rm. w/firepl., 1½ bath, full bsmt., gar., alum. sid., stone front, $32,000. 669-2899.

HOUSE: Farmingdale, 4 bdrm. cust. brick ranch, firepl., w-w, s-s, wood plot, patio, gar., full bsmt., $42,500. 249-4563, prin. only.

PROPERTY: Lake front, Swan Lake area, 55x170, $6,000. 212 DE 2-6897, after 6 p.m.

HOUSE: Bethpage, 3 bdrm. ranch, 1½ bath, w-w, fin. bsmt w/bar, patio, front & rear, 2 zone h.w. heat, att. gar., fenc. yd., appli., $35,900. WE 5-2997.

HOUSE: Farmingdale, 3 bdrm. ranch, new lrg. eat-in kit. w/dishwash., s-s, full fin. bsmt., w-w, $34,200. 293-8013.

HOUSE: Medford, 7 rm. split, playrm., gar., corner plot, 101x150, brick front, recent. paint, in & out, $29,990. 289-3750.

HOUSE: Huntington, 3 bdm. ranch, 60x100 fenc., att. gar., termite proof, ohw heat, w-w, 4 appli., $28,500. 423-6903, after 7 p.m.

HOUSE: W. Farmingdale, lrg. brick 3 bdrm. split, 2½ bath, lrg. kit., fin. den, fully air cond. MY 4-3742.

BELT SANDER: 4 in. Skill, mod. 405, $50. 757-2278.

STORM DR.: Used, alum. 35x80 incl. 2 scrns., 2 storms, frame, etc., $15. PI 6-7974.

AIR COND.: Fedders, 7,000 BTU, $100; Welbilt 5,400 BTU, 75, fits casement or slid. wind. 543-3845.

MISC.: Olympia typewriter w/case, pica, $40; 5 pc. bdrm. set, unpaint. Med., $250; 4 dwr. fil. cab., $18; 4 dwr. index card fil. cab., $10. 928-0309, after 7 pm.

TENT: 10x16 Sears Continental w/canv. carr. bag, used 1 wk., $125. 585-8998.

SEW. MACH.: Kenmore, cons., wal. cab., attach., $75. WE 1-3577.

MISC.: King sz. col. hdbd., sol. maple, $35; col. corner hutch, pine, $70. 822-1088.

ENCYCLOPEDIAS: Comp. set of Bk. of Knowledge, del. bind., 20 bks., '71 edition, never used, $120. 541-8709, after 5 p.m.

WIND.: Alum. sliders, 2x3 ft., comp. w/storm wind. & scrns., new, assem. rdy. for mtg., 2 avail., $35. WE 1-3577.

BIKE: 20 in. Schwinn Typhoon, 2 yr., xtra seat & wing handle bars, $25. HA 3-3611.

MISC.: Hlwd. mod. wheelchair, Everest & Jennings, comp. w/ft. & leg rests, chr. hi. met. tbl. incl., $125; Canadian crutch, adj., $10. 249-0856.

GUITAR: Hernandis classical w/hard case, 3 mo., instr. bks., $100. 929-4171.

MISC.: Hobie Eastern Star surfboard, 7 ft. 2 in., $100; wall air cond., nds. little work, $60. 333-1631.

LAWNMOWER: 30 in., 8 hp Superride, $350. ED 4-6423.

DRUM SET: Epic Swingerland, lrg. bass drum, 13 in. tom-tom, 11 tom-tom. 13 in. snare, 13 in. hi-hat cym., lrg. crash cym., sticks, new hds., $75. SU 1-1178.

BABY CARR.: Matt. incl., $18. 368-1901.

HOUSE: Strathmore E., sch. dist. 11, 3 bdrm. ranch, 16x20 cath. ceil., fam. rm. w/firepl., din. rm., eat-in-kit., gar., 2 bath, w-w, s-s, appli., 1/3 acre, brick patio, $32,500. 698-4010.

For Sale

HOUSE: Hicksville, 3 bdrm. cape, eat-in-kit., fenc., low tax, nr. everything, hi. 20s. WE 5-4686.

PUPPIES: Great Dane, AKC, blk. or blues, $100. 541-2655.

SHOOT. JACKET: Sz. 40, pad.; lea. glove, left hand; wd. cart. box, .22 cal., $15. 549-3218.

CAMERAS: Movie, super 8, Vivitar 84P, 4:1 zoom, auto xposure, f1.8, $60; Kodak M26, auto. xposure, $35; Bauer mini, auto. xposure, $40; Bell & Howell dual 8 proj., zoom, multi-motion & instant replay, all new w/guar. IV 1-6247.

TV: 27 in. Magnavox French prov., cons., AM/FM radio & stereo., $275. 667-9073.

MISC.: Fbgl. gar. dr., 8x7, 3 yr., $50; oil fired heat. unit, 275 gal. tank & ctrls., $50; din. rm. tbl. w/leaves, 4 chrs., Dan. wal., $50; 23 in B&W Motorola TV, Dan. wal. cons., $30; hi-fi phono cons., $30. WE 8-2390.

MISC.: U-Fix reel mower, $10; Biltrite winter baby carr. w/shield & matt., $30; Edison crib wh., w/matt. & bump., $25; Collier stroller; slide rule; Maniphase multiplex duplex type metal stylea, $10. 368-1819.

STORM WIND.: Alum. comb. 265-8565.

WIND. FAN: 22 in. dia. blade, 2-spd., revers. 235-9894.

PIANO: 5 ft. baby grand, John Wanamaker, $600. WE 5-4893.

LGT. FIX.: Wagon whl., 4 lgts., maple. w/copper trim, $20. 731-4609.

STORM DR.: Carey alum., 36 in. wide, $25. MO 1-5361.

POOL: 24x4, redwood deck & ladder, lgt. wgt. wint. cov., thru-wall skimmer, all access. & some chem., $325. 935-0120.

BOOK: Bus. Data Process., 2nd ed., Elias M. Awad, new. Irene Lattenhauer, Ext. 7786.

STUDIO CONT.: Ceramic, kiln, greenware & mold. 732-8097.

HOUSE: Bohemia, 4 bdrm. cape, 2 bath, din. rm., upstairs den area, 82x150, 3 appli., $33,000. 567-3875.

CAMERA: Yashica 124-G, new, $80; Canon FT-b outfit, new, $600; new Pentax 6x7, $635. 212 923-8509.

CAMERA: Kodak 35mm Retina 3C, f:2/50mm Rodenstock lens, f:4/80mm telephoto lens, f:5.6/35mm wide angle lens, UV filt., case, $95. 921-3192, evgs.

CAMERA EQUIP.: Leica mod. IIIf, 35mm range find. w/50mm Elmar f3.5 lens, case, $75; Kodak Cavalcade slide proj. w/f2.8 lens, fully auto. w/remote ctl., case, 7 trays, $70. 433-4826.

PARADE DRUM: Slingerland Sound King, $35. 587-2379.

DRUMS: Gretsch 4 pc., w/18 & 20 in., hi-hat, Zildjiar cym., xtras, $225. 475-7487.

GOLF CLUBS: Wilson K-28, tp. store clubs, 2 to 9 irons, 1, 2, 3, 4, lea. grips, steel shaft, $85. 421-3792.

SHOWER BASE: Modulite fbgl., 32x32 in., wh., corner install., never used, leak proof, $30. MY 1-5948.

PUPPIES: Poodle, AKC, 3 male, 2 brown, 1 blk. PA 7-6346.

PIANO: Upright, $200. GE 3-4126, after 5 p.m.

FL. WAX.: Commercial, 16 in., ¾ hp Peerless elec., $50. HR 3-4732.

POOL FILT.: Lomart stainless steel, diatomaceous earth, 1/3 hp, pressure gage, used 1 summer, ask. $45. 273-6411.

POOL FILT.: Charcoal, w/backwash, used 1 season, $40. 888-0422.

CEMENT MIX.: Muller ½ bag elec. on whls., $110. 473-7707.

MISC.: Biltrite coachette, silver gray, $20; crib & matt., Gem. fruitwood, $200; hi-ch. wood, conv. to tbl. & chr., $15. 265-3770.

BICYCLE: Lady's Raleigh sports, 3-spd., bronze grn., tire pump, tour. bag. bell, & lgt. Dorothy Kouwenhoven, Ext. 1837.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

NORMAN NILSEN of Timekeeping, Data Systems Center, died June 24 at the age of 58. He had been with Grumman since 1962, and he lived at 251 Jerome Ave., Carle Place.

For Sale

DODGE: '66 Coronet 440 wag., 9 pass., auto., pwr. steer. & deck wind., new bks. & snows on rims, muff., & exh. assem., $500. 271-4257, after 5:30 p.m.

MERCURY: '61 Comet, 4-dr. sed., auto., manual choke, 24,300 orig. mi., bdy. rust, $149. 421-9336.

VW: '71 Fastback, AM/FM, 5,500 mi., xtras. 661-5171, after 6 p.m.

DODGE: '63 Dart, auto., pwr. steer., big 6 eng., $125. WE 1-8258.

VW: '70 Bug, heat, rear wind., 37,000 mi., $1,300. 751-5540, after 6 p.m.

OLDSMOBILE: '66 Delta 88, full pwr., low mi., xtras, $595. 226-5256.

BUICK: '68 LeSabre sed., auto., pwr. steer. & bks., air cond., cruise ctl., outfit. for stereo, $1,650, 781-9846 evgs.

STEREO TAPE DECK: TEAC 1,200U, remote ctl. unit, $200. 732-2833.

OLDSMOBILE: '68, 4-dr. sed., burg. & blk., 38,000 mi., R&H, defrost., air circ., all pwr., mtd. snows. 234-6368, after 4 p.m.

VW: '68 Beetle, fact. rebit. eng., 2,000 mi., new rear axles, $800. James Daly, Ext. 57-546.

PONTIAC: '68 LeMans, ask. $1,200. 928-1444.

TOYOTA: '70 Mark II, 4-dr., w/w, air cond., 34,000 mi., auto., $1,400. MY 2-7070., evgs.

MERC.: '70 Cyclone GT, V-8, 351 c.i., pwr. steer. & bks., auto., red-wh. vinyl tp., new tires, snows, $1,750. 643-6250.

TIRE: Wide oval Firestone, F70x14, unmtd., never used, $25. TU 8-0244, after 5:30 p.m.

CHEVELLE: '71 SS454 Turbo, 400 hp, cust. paint, track susp., elec. fuel pump, hdrs., transmod., Cragars, blue w/whi. lace, $2,800. 888-8794.

BUICK: '67 Electra 225, 4-dr. hdtp., all pwr., 48,000 mi., $900. Salvatore Catalano, X2892.

FORD: '69 Torino, vinyl roof, air cond., pwr. steer., 302 c.i., 33,000 mi., $1,700. 928-3976.

CORVETTE: '64, 327, auto., posi rear, conv., eng. o'haul., new radiator, bks., timing chain & gears, 2 new tires, $1,200. WE 8-8836.

CHRYSLER: '68 Newport, 2-dr. hdtp., blk. vinyl roof, silver gray bdy., all pwr., air cond., $1,350. 423-4481.

CUTLASS: '69 Olds F-85, 2-dr., bench seats, brown ext., blk. int., rear wind. defrost., $1,225. 538-4386.

FORD: '70 F250 pickup truck, 4-whl. drive, 4-spd., V-8, 360 c.i., snowplow, R&H, West Coast mirrors, toolbox, bd. rack, 30,000 mi., $2,500. 265-2289.

FORD: '65, 10 pass. Country Squire, pwr. steer. & bks., roof rack, ask. $600. 472-2625, after 4 p.m.

CHEVY: '65 SS conv., pwr. steer., bks., & wind., new shocks, bks., batt., & paint, $600. 798-5865.

FORD: '65 Country Squire, seats 9, new bks., ask. $450. 921-1029.

MOTORCYCLE: '72 Montesa King Scorpion, 300 mi., $825. HA 3-4765, after 6 p.m.

TRAVEL TRLR.: '69 Tag-a-long, 14 ft., self cont., slps. 6, xtras, $1,250. 281-8063.

MOBILE HOME: 12x60, 2 bdrm., den, 1½ bath, w-w, fully skirt., $10,500. 665-6962.

PARTS: 6 cyl., 170 c.i. eng., 170 c.i. eng., 1,000 mi. since rebit., $75; 3-spd. auto., 7,000 mi., rebit., $30; full int. cov. for convert., $25; misc bdy. pts. for '65-'66 Mustang conv. 922-4358, bet. 5-6:30.

SAILBOAT: 20 ft. Celebrity day sailer, mold. plywood, main, jib & Genoa jib, $1,100. 661-9155.

CHRIS CRAFT: 16 ft. fbgl., navy blue & wh., xtras, $700. 226-4442.

JON BOAT: '70, 2 ft. Sears alum., 5½ hp Sears motor, 2 life preserve., 2 oars & oarlocks, anchor, 100 ft. ¾ in. nylon line, 2½ gal. fuel tank, used once, $225. JU 4-7114.

OLDSMOBILE: '68 Cutlass Supreme, wh., 4-dr. hdtp., R&H, pwr. steer., $1,200. 928-1879.

TOYOTA: '71 Corolla sports coupe, AM/FM, std., $1,600. PY 6-4210.

CADILLAC: '67 conv., air cond., AM/FM stereo, tilt-a-whl., posi, full pwr., new 6 ply glass tires, 47,000 mi., $2,100. 628-2309, after 5 p.m.

FORD: '63 Galaxie 500XL, conv., 4-spd. std., elec. bkt. seat, 352, 2 snows on rims, blk. & wh. tp., $300. CH 9-5763.

PANEL TRK.: '65 Chevrolet ½ ton., Apache 10, 34,000 mi., roof rack, hvy. dty. spgs., new tires, 2 snows, spotlgt., West Coast mirrors, int. metal racks, $900. 735-0470.

MINI BIKE: 2½ hp Tecumseh, 4 cyc., auto., centrifugal clutch, $65. 764-0041.

BIKES: Boys' 24 in., $15/for 2. 757-0438.

For Sale

TOYOTA: '69 Land Cruiser, wh., 4-whl. drive, front & rear heat., Warner hubs, trlr. hitch, $2,100. 796-4369.

HOUSE: Lake Panamoka, 2 bdrm. cust. ranch, 70x100, eat-in-kit., firepl., full bsmt., lndscpd., liv-dinette, 3 appli., pvt. lake, fenc. yd., sun deck patio, gar., $478 tax, oil heat, $23,500. 929-6768.

BUNGALOW: Ferndale bet. Swan Lake & Grossingers, 2 bdrm., full bath, scrn. porch, furn., gas hot water, town water/sewer, 110-220v, 40x100, pvt. lake, $13,000. PY 6-3887, after 5:30 p.m.

BOAT: 14 ft. fbgl., plexigl. windshld., run lgts., steer. whl., 25 hp Elgin elec. start. auto. bail., gas tank, new batt., seat cush., Tee nee trlr., $450. 473-1152, after 6 p.m.

BOAT: 22 ft. Garvey, blt. last Oct., used 7 mo., oak sheathing, unattach. cab., 1 pr. new tongs & anchor, $625. JU 7-5238, after 6 p.m.

SLOOP: 26 ft. Polaris, slps. 4, 22 hp Palmer, comp. sail invent. for cruis. or rac., fully equip., dinghy, $5,000. 598-2629.

SAILBOAT: 14 ft. Dyer Dow, dacron main & jib, fbgl., $625. 734-5813.

BOAT OARS: 1 pr. ash, 1 pr. spruce, $10/ea. pr. 883-1959.

WED. GOWN: W/train & veil., Buckner's, $100. WE 1-8258.

POOL FILT.: Above grnd., diatom earth, lrg. cap., $40. 922-6226, after 6 p.m.

RADIO/AIRPLANE: 5 channels, .35, $185. 931-5146.

TYPEWRITER: SCM Smith-Corona, Electra 210, fully elec., w/case, $130. 764-6309.

STEREO: Hi-fi., wall. cab., xtra. spkr. cab., $40; 6 cu. ft. freezer, $25; commercial meat slicer, $50. 567-3697, after 6 p.m.

MISC.: Wrought iron tbl., formica tp., 4 chrs., $55; 2 club chrs., $15/ea.; mahog. rocker, $25; household items. 541-8582.

KIT. CHRS.: 4 wood., $25. 588-6364.

MISC.: Modern Maid elec. stove, stainless steel, 30 in., $20; Crosley refrigerator, new seal, $20. 822-6892.

PIANO: By Poole, upright blond mahog., $300; Clairtone stereo AM/FM phono cons., wal., $80. 271-7623, after 5 p.m.

ORGAN: Baldwin Panoramic w/bench, 2 full keybds., 13 ped., $800. 864-3153.

AERIAL CAMERA: Fairchild K25, 6 in. f.l. 5¼ in. film rebit. for adj. focus & manual oper., $50. 883-1959.

ENLAR. LENS: 50mm f4.0, EL-Nikor on Beseler 4x4 lens bd., new, $35. 212 923-8509.

SHEEP DOGS: Old English, $400 male, $300 fem. 437-8253, after 7 p.m.

PUPPY: Irish setter, 13 wks., all shots, AKC papers, male, big bones, $125. 667-0128, after 6.

SIBERIAN HUSKY: AKC, 1 mo., all shots, housebkn., blk./wh./silver. 261-0824, after 7 p.m.

REFRIG.: 7½ cu. ft. G.E., wh., $45. Pete Rezanka, Ext. 7673.

MISC.: 6 cu. ft. refrig, avocado, 1 yr, $75; 5,000 BTU air cond., G.E., 1 season, $75; dbl. bd., $25. 293-0534.

WASH.: Auto., Frigidaire cust. deluxe, $100. 785-7998.

HITCH: '68 Chevy, hvy. dty., 1⅞ ball. mts. to frame of car, $12. LT 9-5019.

DRUMS: Ludwig, 2 bass, 1 snare, 2 tom toms, 1 fl. tom, all Zildjian cym., all cases & access., $450. MY 2-7378.

LUG. RACK: Fits any yr. VW bug. 676-6009.

WATER PUMP: ¾ hp deep well jet, 35 gal. gl. lined tank, comp. ctls., used 2 yr., $45. 543-9321.

GOLF CLUB SET: MacGregor Parmaster, putter, 1 & 3 woods, 3,5,6,7, & 9 irons, $25. 757-0438.

FENCE: 60 ft. redwood stain., 4 ft. hi., picket, 3 ft. gate, $120. 864-9569.

HOUSE: Commack, 4 bdrm. ranch, 1/3 acre w/trees, din. rm., eat-in-kit., dishwash., lrg. fam. rm., att. 2 car gar., bsmt., slate cov. 16x30 patio, ctl air cond, s-s, $41,000. 543-9021.

HOUSE: Bayview Pines, Riverhead, lrg. 6 rm. ranch, 3 bdrm., encl. porch, s-s, appli., walk to bch. & stores, $22,000. 727-8825.

HOUSE: Oakdale, 3 bdrm. split, 1½ bath, din. rm., den, fin. bsmt., cov. patio, carpet., gar., cycl. fence, all alum. sid., xtras, $28,000. 589-1380.

STORE: W/apt., full bsmt., air cond., 2 car gar., 28x100, $22,000 or rent for $240/mo. 485-9166.

BOAT: 14 ft. fish. skiff, trlr., 7½ hp motor, $250. 598-0471.

BOAT: 13 ft. wood, 10 hp Evinrude, trlr., $150. 549-4332.

For Sale

BOAT: 16 ft. fbgl. runabout, 40 hp elec. start. Evinrude. batt., rid. lgts., ctls., rope, anchor, etc., new tilt trlr., $750. 266-3571.

LUHRS: '68, 25 ft. fbgl. Sportfisher, flybridge, dinette, galley, 210 hp Chrsyler, fresh water, depth find., slps. 4, swim. ladder, 10 life preserv., $6,200. FR 9-2693.

BOAT: 12 ft. fbgl. Sears Gamefisherman, 5 hp air cool. Clinton outbd., 6 hrs., $300. IV 6-1716, after 5:30 p.m.

BOAT: 15 ft. Lyman, wood cov. w/fbgl.r rdy. for water, best offer. IV 5-1254.

BOAT: '68 all fbgl. Sea Ray, yel., 19 ft., 6 cyl. Buick eng., horn, windshld. wipers, full side curt. & tp. SU 5-3364.

PROPELLER: 13x10LH Marine, 3 blade, bronze, $10. 785-6063.

BOAT: 18 ft. Thompson, wood, 120 hp Merc. Cruiser 10 fully equip., Gator tandem trlr., $1,900. OR 6-0659.

CLAMBOAT: 15 ft. Garvey, 6 ft. beam, 18 hp Evinrude, rakes, baskets, nec. equip., $450. 421-0528, after 6 p.m.

BOAT: 18 ft. outbd. Day Cruiser hdtp., 80 hp Johnson elec., tandem Tee Nee trlr., xtras, $1,100. 757-2378.

EVINRUDE: 18 hp, rebit. '71, w/std., will demon., $200. 273-0229, after 6 p.m.

OUTBD.: 33 hp Evinrude, used less than 10 hrs., ask. $400. SU 5-2791, bet. 5-9 p.m.

VW: '67 Squareback, 63,000 mi., orig. owner, $850. AN 5-1024.

VW: '59 Bug, '66 eng. & transmission, $200. 751-0697.

VW: '57, '64, 40 hp eng., 2 new tires, snows, radio, $175. 666-5908.

CORVAIR: '63, 2-dr. hdtp., ask. $250. 694-3198.

FORD: '61 Falcon, 4-dr. sed., R&H, $175. PY 6-8687.

PONTIAC: '64 GTO, 389 c.i., 3-spd., grey w/blk. lea. int., nds. tune-up, $675. Christine Melillo, Ext. 87152.

COMET: '66 Capri, 69,000 mi., orig. owner, 6 cyl., pwr. steer. & bks. new shocks batt. & tires major tune-up & oil chg. May $325. 796-1264.

FALCON: '61 $75. HA 7-0245.

VW: '64 $450. PE 5-6772.

TRANSMISSION: Chevy auto. w/torque conv., new, rebit. for '60-'70, 6 or 8 cyl., $75. 586-3470.

COMET: '66 sta. wag., lt. blue, 6 cyl., $450. 588-3951, after 5 p.m.

CHEVROLET: '70 Impala, pwr. steer., air cond., 3-spd., 350 c.i., posi, rear wind. defrost., viny roof, trlr. hitch, windshld. wash. WE 8-9134.

KAWASAKI: '71, 350cc, M.C., 42 hp, direct, safety bars, lug. rack, air horns, sissy bk., $750. 265-6606.

YAMAHA: '69, 250cc, low mi., 2 helmets, spares, $400. 269-4245.

MINI-BIKE: 3.5 hp, front shocks, cycle type bk. & chain, used 1 wk., $150. AN 5-3789.

YAMAHA: 305cc, low mi., windshld., $375. 888-0422.

MOBILE HOME: Orlando, Fla., 12x60, 3 bdrm., 1½ bath, heat & ctl. air, $1,600 & take over 27 mo. payments. ED 4-2983.

plane GRUMMAN news

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(Photos by Bob Settles)

Prize winners agree: far-away places look inviting

This year's Savings Bond campaign results were proof that more than 90 percent of Grumman employees have a will to save—or the wagering instinct. New ideas in prizes donated by Grumman to spark the campaign this year included all-expense trips to Europe, Hawaii, the Caribbean for two. And then there were TVs and freezers and such household heavies as might be considered more "practical."

How did Grumman do in 5½ weeks of campaigning? From 86 percent, the number of Bond buyers rose to 93.3 percent at the close of the drive. Plant 55 in Savannah led all the rest with 98 percent participation.

Sixteen out of 24 winners chose the far places when their choices were logged with Gus D'Errico, head of Employee Services, the morning of June 13. Those from out of town plants stood by waiting for a phone call from Bethpage to register their choices: Martin Graw, Plant 83, or Bill Conway, Plant 88, for example. Both chose to travel.

'Painless' savings

In the meantime, fellow Bond-buyers can remind themselves that they didn't really lose—in fact, theye are "winners," too. They are earning money for themselves in about as painless a way as there is: by payroll savings. The Bonds just lie there making money for their owners; for every $3 invested they return $4 when held to maturity of five years and 10 months. That's five and one half percent interest and you can't do much better than that, particularly with the tax breaks the Government allows.

The complete prize list:

1. Robert F. Zimels, Operation Planning & Budgets, Plant 25: Two-week trip to Europe for two.

2. Louis Samberg, Maintenance, Plant 1: Two-week trip to Europe for two.

3. Donald Weinhardt, Flight Avionics (nites), Plant 8: Seven-day cruise for two.

4. Martin Graw, Engineering, Plant 83, KSC: Eight-day trip to Europe for two.

5. Edward R. Kern, Simulation (FEMS Room), Plant 5: Seven-day cruise for two.

6. Perry Schwartz, Digital Engineering, Plant 15: 25-in. color console TV.

7. Theresa Hettinger, Power Plant & Environment Staff, Plant 35: Caribbean trip for two, one week.

8. Harry Volz, deputy director, Security & Personnel Services, Plant 28: Week in Caribbean for two.

9. William Conway, Materials Sub-Contracts, Plant 88, Point Mugu: Week in Caribbean for two.

10. Winifred Hores, Food Services, Plant 1: Week in Caribbean for two.

11. Adam Wolynski, Jig Details & Sub-Assembly, Plant 2: Sylvania 18-in. portable color TV.

12. Martin Boltan, P/S Digital Engineering, Plant 15: Combination washer-dryer.

13. Robert Bynoe, Facilities Maintenance (nites), Plant 12: 23-in. G.E. black & white TV.

14. Michael Gajdos, Engineering Administrators, Plant 35: 18 cu. ft. G.E. refrigerator.

15. James Scanlon, P/S Field Service Management, Plant 15: Caloric gas range.

16. Nicholas Kiritsis, Support Equipment Production, Plant 5: Four days for two in Las Vegas.

17. Charles Remmert, Steel Parts Assembly, Plant 2: Four days at Paradise Island in Nassau for two.

18. William Shephard, Laboratory Management & Technology, Plant 14: Four days at Paradise Island for two.

19. Joe Vormittag, Parts Paint, Plant 3: G.E. upright freezer.

20. Alexander J. Williams, Requirements Planning, Plant, 30: Four days for two at King's Inn, Freeport, Bahamas.

21. William Carpenter, Pre-Flight Finals/Systems Installation, Plant 6: Four days for two at King's Inn, Freeport, Bahamas.

22. George W. Lamb, Corporate Audit & Procedures, Plant 30: Four days for two at King's Inn, Freeport, Bahamas.

23. Vincent Seidita, Analog Hybrid Computers, Plant 35: Four nights at Host Farm, Lancaster, Pa., for two.

24. Herbert Timmerman, Fabrication (nites), Plant 5: G.E. 23-in. black & white TV.

Ellie off to the races

Grumman will have its own representative—unofficial, of course—in the Powder Puff Derby scheduled for next weekend. Ellie McCullough of Business Development, Plant 5, will participate in the all-woman event, a transcontinental air race that begins in San Carlos, California, and ends at Toms River, N. J.

Ellie, like all the other women participating, is a qualified pilot and will be flying an eligible stock model aircraft. So, while you're touring the links or lolling on the beach next weekend, think about Ellie and her co-pilot as they make their 2,616 mile coast-to-coast race. Good luck, Ellie.

When 'Old Friends' get together

The Old Friends Club, a group that has been meeting for many, many years, has invited other Grummanites to participate in their schedule of social activities. The group meets monthly, and during the year has family picnics, dances, etc. Jerry D'Agostino of Plant 2 is president, Andy Messina, Plant 3, vice president, Matty Tropiano, Plant 3, treasurer, and Frank Mistretta, Plant 1, secretary. If you're interested in joining OFC, call Frank on Ext. 86501. . . . And speaking of old friends, Rudy Winscher, who retired recently, dropped a note thanking "all my friends of the past 30 years for the success that came my way, and for a very enjoyable retirement party."

Sterling group, that . . .

Although the men and women at Plant 58 in Sterling, Virginia, produce a number of machined parts for major programs being conducted at Grumman, not many of them have had the opportunity of viewing these products up close. During the recent 10-day Transpo '72 exhibit at Dulles International Airport, they got their chance.

According to Plant Manager John Otterstedt, Grummanites at Sterling lent manual and moral support to the Grumman exhibit at Dulles, and following the exposition, the Tracked Air Cushion Research Vehicle made a short stopover at the plant on its way to the Department of Transportation proving ground in Colorado.

Said Otterstedt: "Being able to eyeball this structure in your own backyard is something else again.